



# The Tenterden Terrier



Number 37

Summer 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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# Bodiam Castle

*A National Trust Property*



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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## Great Dixter

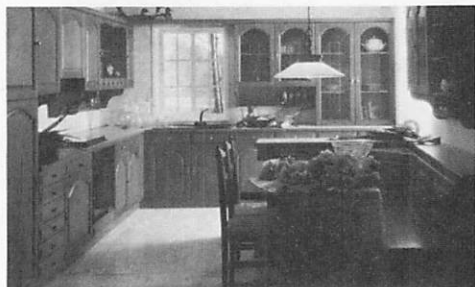


*Sidney Concy*

This 500 year old manor hall is open every afternoon (except ordinary Mondays) from 2nd April to 13th October, also weekends October 19/20 and 26/27 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 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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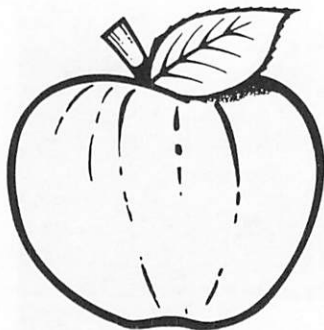
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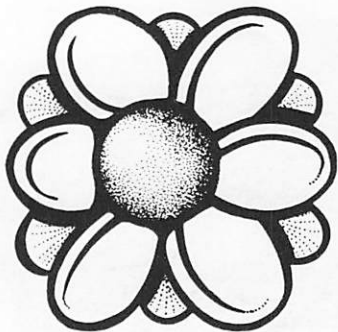
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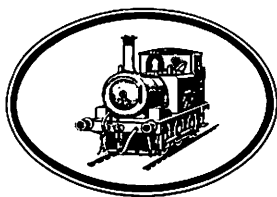
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SYMPATHY FLOWERS

\* INTERFLORA \*



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## Editorial

### We're not top of the pops

The *Holiday Which?* report on Britain's Nostalgia Railways hardly makes flattering reading for K. & E.S.R. supporters; whilst there is some praise for smartly painted stations and for the "cheerful" buffet at Tenterden, there is little of cheer elsewhere in this report. Harking back to the early days, there is reference to the line being a backwater, once owned by a champion of lost railway causes. As of today, there is some disappointment with the carriages, presumably Mark 1s, which are seen as being of limited interest; flat countryside, together with a lack of lineside attractions also score low marks. Perhaps more disturbing is the comment on Rolvenden shed "packed with locos which you can only see by appointment". *Holiday Which?* is a respected publication, independent of commercial interests; we must take note of the survey findings even if we do not entirely agree with them. Clearly, more ideas and more events are needed including, perhaps, a more "open house" policy at Rolvenden.

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### FRONT COVER

"A Stranger in the Midlands"

No. 25 Northiam crosses Swithland Viaduct with  
the 13.00 Ex Loughborough for Rothley, 24th  
February 1985 [W.A. Sharman]

# Lineside News

Compiled by Paul Sutton

*Competition among businesses is good for the consumer as well as keeping members of the Companies on their toes. Competitiveness in railway preservation has a different slant to it altogether; competitions give volunteers extra incentive when working on different projects and satisfaction when an award or commendation is received. Now that we have had repeated success with the magazine and justly deserved recognition with Pullman Car Barbara, how about entering Tenterden in the Best Kept Station competition, after all the hard work that has been put into it and the surroundings over the last few years?*

## Locomotives

No. 24 "Northiam" returned from its sojourn in the Midlands at the end of April, none the worse for its experiences in foreign parts! Many thanks to the Great Central Railway's loco department for returning the engine in splendid condition - it had even had a washout before being sent back.

All three ex W.D. "Austerities" are available for traffic, together with both Terriers. U.S.A. No. 22 "Maunsell" was withdrawn from service in May to undergo a front end examination and overhaul to try to iron out its poor pulling ability. A return to traffic, fully repainted, is envisaged for the Autumn. No. 23 had its name and number plates removed prior to repainting in a War Department camouflage scheme ready for the Steam to Victory weekend on 15th/16th June. Doors of a similar type to those on 24 and 25 were also fitted to the cab. 32670 is now the only running loco without them.

Work on No. 11 the P Class and No. 26 "Linda" slowed down of late as the priority of labour and time is devoted to running trains and maintaining locomotives in traffic. No. 19, the "Norwegian Mogul", was hauled down to Rolvenden at the beginning of May and some preliminary dismantling has taken place so that estimates can be obtained for the boiler work and the repair of the tender. The appeal fund now stands at over £12,500 including a generous donation from the Norwegian Embassy. His Excellency the Norwegian Ambassador has kindly agreed to become associated with the Trust and further information will be given in the next issue of *The Tenterden Terrier*. Meanwhile, keep the donations coming in!

On the diesel front work is progressing very

well on "Drewry" No. 47. A complete overhaul of the gearbox has been finished as has the remetalting of one of the jackshaft bearings. Much of the bodywork has been dismantled, cleaned off and painted before being reassembled. The other "Drewry" is still serviceable as is the 0-4-0 "Fowler". The Hunslet 0-6-0DM which suffered a bent middle axle is out of service until a replacement can be found.

In the yard a certain amount of concreting has been carried out at the road end of the shed which will make life more comfortable and two extra watering points have been installed between the locomotive roads.

The external appearance of the B.T.H. Diesel is changing, following the application of the initial top coat of paint. The locomotive will have a grey roof, Oxford blue body sides and front, with black below the frame and bogies. The Oxford blue will be lined out in gold around the battery box covers and windows. Air operated sanding gear with boxes mounted on the bogies has been fitted and tested, also air powered windscreen wipers on the driver's cab windows at each end. Most of the roof has now been painted and timber walk boards have been refitted on both sides. The Wittersham end cab has been painted cream and green internally and attention will now be devoted to completing the Tenterden end.

Further wiring is now in progress in the engine control area now that the painting has been finished there. The traction generator brush gear has been checked and the auxiliary generator has had the brushes bedded in to suit the commutator. Finally we are giving thought to the commissioning schedule, as this lengthy process requires careful preparation to ensure that everything is checked systematically, especially as the locomotive has been out of use for so long.

## Carriage and Wagon

Mark I Third Open No. 64 re-entered traffic on Good Friday, April 3rd, after various body repairs, repainting and varnishing. The roof has been finished in a light grey colour known as Pigeon and this hue will now be the standard for all Mk Is in general service. Perhaps Tenterden station is going to have an all-over roof like the London termini - they all have more pigeons than passengers - however using



*Lawrence Donaldson replacing firebox stays in "Linda's" boiler, 4th May 1985*

*[Brian Stephenson]*

this colour the carriage roofs should still look clean!

The space vacated by No. 64 did not stay empty for long as the Wealden Pullman R.U. "Diana" appeared within 20 minutes, booked in for a four day session on minor body repairs, and a repaint in Pullman livery. The vehicle was expertly re-lettered and lined out by David Dine and varnishing was carried out by 6 people working a late afternoon/early evening session in midweek. The kitchen area received attention at the same time and the boiler was given its annual test.

Maunsell B.S.O. No. 53 was withdrawn from the Wealden Pullman set in April to have its roof canvas renewed. Despite past repairs and patching, it refused to accept any further remedial work and a complete re-canvas was the only solution. Some attention to the body is also being carried out in the brake end and finally it will be repainted in Pullman brown and cream. Work on sister vehicle No. 54 continues, albeit at a slower pace.

Prior to the start of services, routine maintenance on all passenger stock was carried out:- inspection and replenishment of oil in axleboxes, brake adjustment and examination of all the running gear.

C.K. No. 56 has had its roof repainted and the bodywork touched up which should keep it

looking respectable for the season. However it is likely to be withdrawn at the end of the year for a general repair. Theodora also received the roof treatment (in white of course!) to keep the weather out. Without storage accommodation for our passenger stock, maintenance and upkeep of roofs is vital if we are to avoid costly and time consuming internal repairs and renovations in the future.

In spite of all the work on the stock, time has still been found to make progress on the shed. During January the staircase to the loft storage area was installed which enabled two bays to be fitted out with their joists and the first bay has also had its flooring installed.

### **Building**

The severe Winter weather affected this department possibly more than any of the others, and resulted in several projects being suspended for some time. Most noticeable of these was the second platform face at Tenterden which became operational only in the middle of June.

The brickwork arch over the doors at the Rolvenden end of the Carriage and Wagon shed was completed in April by Martin "the Brickie" who also contributed much to the erection of interior steelwork for the loft area. Other work was also completed in that month was the drainage work behind the teaching



*No. 23 opens up after negotiating Orpins Curve with a 5-coach Santa Special, on the morning of 9th December 1984*  
[Brian Stephenson]

block at Tenterden and repair of frost damage to the water tower.

### **Catering**

The persistent unseasonal weather, which started with the commencement of services at Easter, resulted in takings being some 8% down at the end of April compared with the equivalent period last year. However, this downturn was reversed over the May Day bank holiday, after which the figures were 8% UP on last year! The turnover for that weekend was a record at £730 of which £435 on the Monday was the highest ever for a single day since Ken Lee became Catering Manager two years ago. The revised seating arrangements in Pullman Car Theodora have been much appreciated by visitors when the weather made it unsuitable for eating meals outside.

Encouragingly, there has been a good response to the appeal for staff to man the catering outlets, both stationary and mobile; bookings for Birthday parties on the trains have been coming in at a very steady rate.

An article on catering appears elsewhere in this issue.

### **Clearance**

The regular group continues to help out the Building Department. Most of the work mentioned in the last *Tenterden Terrier* was not completed on time due to the bad weather. The open drain on the South side of Tenterden Station has now been piped, so that the classroom for the school groups can be moved

back as far as possible out of the station yard.

With the help of a contractor, a road has been laid into the car park. 340 concrete sleepers were installed in a double row and packed with sand to make a very firm surface. A further 110 sleepers have been used to build a platform face to service the Wealden Pullman at Tenterden. The steam crane lifted most of them from the storage area to the works site and they were then placed by hand and crow-bar. By the end of the day there were six very tired bodies. Many thanks to Peter Tutt, Tom Burnham, Robin Dyce, Doug Barrow, Terry Hoskins and Alan Tebboth; also to Dave Dine and Paul Ramsden for cutting the bolts off the sleepers, which had been lifted from between the Rother Bridge and Northiam.

Work on the extension continues. Ten young people from Uplands Community College at Wadhurst visited fortnightly with their leader Rick Asker and have carried out some very good clearance work, moving from Northiam towards the Rother Bridge. They did not have time to burn up the debris and this task was done by a small group of the 8th Purley Scout Troop from Surrey, led by Roger Hicks. They camped at Tenterden over the very cold and wet Easter weekend; again, many thanks to them. Wilderness school continues to work from the Rother Bridge towards Northiam; scouts from East Peckham will be working from Wittersham Road towards the Rother Bridge and during the Summer there will be some Scout groups from the Bromley area which will help us with clearance.



## Commercial

Colonel Stephens' Railway Shop turnover, since services commenced this year, is only just under last year's total, despite a fall in passenger numbers, indicating that visitors are spending more money. However, due to the severe Winter, closed season takings were down so there is a shortfall to make up before a real increase is noticeable.

The Wealden Pullman bookings are continuing at a high level with all trains virtually sold out until the end of August, leaving only limited accommodation available in September and October. The usual quota of 'Friday Extra' Pullmans has again been filled this year and with many enquiries for Charter Pullmans still coming in, we look forward to another record year. In late April, the Wealden Pullman train was chartered as a venue for a wine tasting promotion, and ran three times between service trains on Sunday April 28th.

On the filming front, we have so far only had two contracts this year, but enquiries are still coming in and it is hoped that our budget will be reached.

The new Educational Programme is outlined elsewhere, and bookings for these trains are steadily building up, but it is expected that the full potential of this service will not be reached until next season.

Among various new innovations are the facilities for Children's Party Boxes and new Family Tickets, both of which are proving to be extremely popular. It is vital, in order to maximise on these new marketing ideas, that we are in a position to adequately staff all our commercial departments and ensure that customers enjoy real value for money.

This is where members can really make the difference to progress. If you are able to spend a day a week, or a day a month helping to man our various operations, and that can mean anything from washing-up in the Buffet or on the Pullman, showing schoolchildren round the Railway, serving in the Shop, manning the Information kiosk, ticket-inspecting. . . . the list is endless, then you will be making a valuable contribution to the future of the Railway. So, please, look in your diary, set a few dates aside; get in touch with either Doug Lindsay or Alys Jones at Tenterden and they will be able to find just the job for you, which hopefully you will enjoy and feel part of the ever growing team. There is also an information kiosk in the shop area which will

help you with enquiries.

## Marketing

The dismal weather throughout April and the early part of May has made a dent in passenger numbers. Last year's figures are distorted through the 30p bargain April Fool's Day promotion at the start of 1984 when over 1,000 passengers were carried. Likewise the weather over the two Easter holidays bears no comparison - last year we wore shorts and T-shirts, this year thermal underwear and wellies! Nonetheless, we are attracting a very pleasing level of business and the May Day holiday was the most successful ever.

New-look publicity material is producing much favourable comment and it proves that a higher standard of design provokes a far better impression of business. While many people have come forward to offer their services to distribute literature in their local area, we still need more particularly in the Thanet and Canterbury areas. Offers please to Mark Toynbee.

A special May passenger promotion was run in conjunction with *News in Focus* newspapers and the railway featured heavily in all editions of this leading free newspaper.

The railway has been a leading light in the production of the new Tenterden Visitors Guide of which 75,000 copies have been printed for free distribution through a wide area. Paid for entirely by advertising, the Guide has the backing of Maidstone and District Bus Company who are displaying it in their enquiry offices throughout Kent. Likewise, all Tourist Information Centres in Kent and East and West Sussex and Victoria Station have ample supplies.

We have high hopes for an increase in Schools traffic. However the current round of industrial unrest in the teaching profession will undoubtedly hit the level of bookings again. The Education Package has been revamped and much effort has gone into producing a first class service for schools, with emphasis on Education Study Days. Once again, the Woolwich Building Society are assisting with all printed matter. 5,000 information and booking forms have been distributed to schools and coach companies in a wide area, posters printed, a colouring competition devised and superb new 'Activity Books' written, designed and printed, all at no cost to the railway. The value of the sponsorship to us runs into thousands of pounds

and we are grateful to the Public Relations people at the Woolwich, especially Trevor Gardiner and Stuart Gulleford for their very generous help. The new classroom has also been funded by the Woolwich, although the conversion and equipping has been paid for by ourselves with practical assistance in the form of furniture from the local Education Authorities at Maidstone and Lewes. To formulate and improve upon our Study package, Dr Gerald Siviour has been appointed to the new post of Education Officer. Gerald and his family have just moved to Tenterden and his wealth of teaching experience will help this important part of our activities to increase in the coming years. Equally pleasing is that Gerald has persuaded his wife Di to join us; his son David is already well known as a Ticket Inspector.

For the first time, permanent signs have been erected at Rolvenden and Wittersham Road Stations giving details of train services, whom to write to for further information and details on some of our 'Super Saver' fares introduced for family and old age pensioners.

Five new sign posts have been erected on the approach roads to Tenterden, which is helping visitors to find us more easily. They are in a distinctive shade of brown, as part of a county

experiment to improve tourist attraction sign posting.

The Santa Special leaflet and booking form will be at the printers in early July and bookings will be opening in less than a month - on August 1. We will be the first railway in the land to advertise our Christmas services and hopefully this will be reflected in advance bookings.

### **Museum and Archives**

Towards the end of last year we were requested by Chichester District Museum to lend them material from our archive collection for their exhibition to commemorate the 50th anniversary of the closure of the West Sussex Railway (The Hundred of Manhood & Selsey Tramway). The exhibition ran from January to March and was a great success. In a reciprocal gesture, our friends in Sussex kindly lent us the original "Ringing Rock" nameplate, which used to adorn a Manning Wardle 0-6-0ST, so that we might make copies of it; two were made and one is now on display in the museum. If there is a possibility in the future of one of our locomotives carrying the name Ringing Rock then both plates can be used.

A visit was made to the Ffestiniog Railway in



*Peter Tutt loading concrete sleepers for use on the car park approach road, 12th May 1985*

*[Paul Sutton]*



*The School Party's classroom in cream and maroon livery awaiting fitting out, 12th May 1985*  
[Paul Sutton]

April to inspect their records covering the years 1923-31 when Colonel Stephens was in control. By courtesy of Michael Seymour, the Ffestiniog Railway Archivist, a number of documents were copied for our own files.

An exhibition of Pullman relics is being mounted in the Tenterden Museum from 20th July to 26th August and will feature displays of Pullman tableware, lamps and paperwork, together with uniforms and advertising material, mainly loaned by Doug Lindsay. A similar exhibition was very successfully held in 1981.

John Miller is grateful to all those members who have sent in correspondence, minutes and reports dating from the earlier years of preservation for the archives.

Company Secretary, John Jeffries, has spent many happy hours at Colonel Stephens' desk sorting and filing, with the result that we have 45 lever arch files of paper work from 1961 onwards, representing about 11 feet of shelf space! There are still some gaps in our records, so please carry on turning out those cupboards.

We have been very pleased with the response to the call for historical photographs but please, if possible, provide a caption or at least a date on a separate sheet of paper. Our records for the K. & E.S.R. and the other Colonel Stephens lines go back to the 1890s; when the task of sorting and cataloguing is complete, we shall have a unique source of material for reference and fuller research.

### **People and Publications**

Congratulations to the following on being appointed to positions of responsibility:

Sue Vickers as First Aid Officer; this important post had been vacant for some time, but in the short while that Sue has been involved, she has identified all the locations on the Railway which should carry first aid equipment and has also managed to negotiate a very good deal with Macdonald Industrial (Pharmplast) Ltd., a Tenterden based company, for supplying much of the first aid material required.

Gerald Siviour has volunteered his services in the new position of Education Officer with special responsibility for School Party visits - more will be learned about Gerald and his role from the Marketing notes.

Ted Webber has been appointed Fire Officer from 1st May. Ted, who lives in Ashford owns an ex Kent Fire Brigade Commer appliance but hopes that he and his team will not called be out many times this Summer.

### **The death of *The Rooter***

It is with much regret that we have to report that *The Rooter* is no more, leaving *The Tenterden Terrier* to resume its traditional role as the sole official organ and mouthpiece of the Kent & East Sussex Railway. A diary of Area Group meeting dates will be included in future as a regular item, but as publication is only at four monthly intervals, please plan your programme well in advance if you want the particulars included.

R.I.P.

## Permanent Way

The major trackwork alterations at Rolvenden were inspected by Mr. Abbott of the Railway Inspectorate who pronounced himself well satisfied with the arrangements. This visit was carried out on Wednesday 3rd April and services recommenced on Friday the 5th – quite a tight schedule . . .

After this satisfactory conclusion to the Rolvenden changes, the department's attention was turned to the track above Cranbrook Road level crossing which has given trouble for some time. A J.C.B. had already re-dug the drainage ditches in March and these were then filled with flexible porous pipe along a distance of 200 yards. The track has also been moved over by about one foot to find a better alignment and work is now concentrated on building up the levels.

The track below Cranbrook Road is having spot resleepering carried out by Stan Court, who was one of the gang which carried out work on this section some years ago.

Ian Langley has asked us to point out that the pump illustrated on p. 16 of issue No. 36 of *The Tenterden Terrier*, belongs to him, and not to the Tenterden Railway Company.

## Signals and Telegraph

The main efforts during the closed season were concentrated on the removal of the point rodding and ground frame at Rolvenden and its reinstatement to control the new loop points South.

Mr. Abbott from the Railway Inspectorate, who inspected the new works, complimented Paul Vidler on behalf of the Department on the very high standards of workmanship. Many people were involved with the installation (not all from S & T) and this praise is, of course, accorded to them also.

All the wooden signal arms at Wittersham Road were removed, repainted and replaced during March by Tony Church and Chris Irving. During April, an ex Southern Railway ground frame and ground signal were installed alongside the new classroom at Tenterden. This will be used by visiting school parties for giving practical demonstrations of simple signalling equipment.

Earlier in the year (February) the Department was lucky to obtain 25 concrete stools from the now closed Coulsdon North Station on the main Brighton line. Although not needed

immediately, these valuable items will be required for use on the signalling scheme at Rolvenden.

## Stations

As reported in the Spring edition of *The Tenterden Terrier*, the harsh winter left its mark on the stations in the form of burst plumbing. Most of this was repaired in time for Easter.

The late frosts in April killed some well established shrubs in the gardens at Tenterden and Wittersham. Happily, most plants appear to have survived and a good show of daffodils has been seen at Tenterden. Gerry and Pat Coombs have given the flower beds here attention and provided many bedding plants. Graham Summers and his mother continue to care for the beds on a regular basis and will be planting out the tubs and hanging baskets shortly.

Prior to reopening, there was a concerted effort to tidy Tenterden and a large skip was quickly filled with all manner of rubbish. The station looks smarter than it has done at any time since reopening and further repainting will be undertaken when the sun graces us with its presence. In the meantime Mark Toynbee, Ken Lee, John Miller and Andre Freeman have been busy converting the Portakabin into our new classroom which forms such an important part of our efforts to revitalise our Education Package. Now repainted in maroon and cream livery, the building looks very smart. New information signs around the site will help visitors and school children learn more about the history of our railway and point out items of interest.

At Rolvenden and Wittersham Road new signs provide a permanent display of train service information. Rolvenden is receiving some remedial repainting and the flower beds are being rearranged following the track alterations which now allow room for a large bed facing the platform where derelict locomotives hitherto presented a forlorn appearance to passengers.

## Annual General Meeting

The A.G.M. will be held in the Tenterden Club, on Saturday October 19th. Afterwards there will be a sale of railway relics (Editors included)! Items in the Sale will be on view for a short time before and for 15 minutes after the meeting, when the auction will commence. The A.G.M. mailing will include a list of all items received, together with a form enabling





*Franz-Plasser track lifting and slewing machine in action on Wittersham Bank, operated by B.R. employee Mark Margerison, 23rd March 1985*  
 [Hugh Nightingale]

members who cannot attend to make postal bids. Lots so far received include books, watches, lamps, signs, totems, tickets, signalling equipment, shed plates, wagon plates and much more. If you have anything to include in the sale, details can be obtained from George Wright on Erith 42757. All profits will, of course, go to the K. & E.S.R.

### **Area Group News**

**Ashford.** The group continues to meet on the third Wednesday in the month (except August and December) at British Rail Social Club, Beaver Road, Ashford at 7.30 p.m. Numbers have been increasing with the interesting programme of speakers arranged, but there is plenty of room for more, both members and non-members. The ninth model railway exhibition organised by the group in March was again a successful event and attracted over 1,000 visitors. The profit of £250 was divided between the Norwegian Locomotive Trust (£100) and paint for the Rother Bridge (£150). In addition the group has raised £100 towards another possible coach project.

The group is combining with Maidstone

in staging the K. & E.S.R.'s stand at the Kent County Show in July and also in an evening visit to the Sittingbourne and Kemsley railway and the Sail Barge Museum on June 26th. If you have any suggestions for speakers for any of our meetings, please contact Eric Graves on Ashford (0233) 23687.

**Croydon and Sutton.** Work progresses on the Great Eastern Railway coach under the expert guidance of Thameside member Bob Gilbert with Croydon and Sutton members meeting every fourth Sunday. As the weather improves it is to be hoped that more will come to Tenterden and help with this important project which will provide the railway with a badly needed vintage carriage.

At the start of the operating season, the annual publicity campaign got underway with a healthy increase in the number of premises displaying posters, bar cards and timetables. Last year's outlets continue to ask for more timetables; in fact, the demand for information about the K. & E.S.R. seems insatiable in the many districts covered by the area group – ranging from Bromley right across South West

London to Richmond and Twickenham. At least one newsagent has assisted with blanket coverage by inserting a copy of the single sheet timetable leaflet in each of his Sunday newspapers and it is hoped to enlarge this to other areas.

Illustrated talks about the K. & E.S.R. are now very much in demand by various groups and organisations. Recent attendances have numbered as many as 70 people and at least one talk has been booked each month for the next 5 months. To meet this demand the area group has purchased its own slide projector - £10 was invested in an elderly but serviceable machine which will suffice until a more modern one becomes available at an equally attractive price! Grateful thanks are due to John Miller for the loan of the company's slide collection and to Croydon policeman, Patrick Wraight, who has copied 150 of them at a minimal cost in his spare time.

Our normal meeting place, the Ship public house, was closed suddenly for renovation in April, causing temporary accommodation problems, but the redecoration has now been completed and meetings will continue on the last Tuesday of every month at 7.30 p.m. Because meetings are held in a room which has

no bar, there are no restrictions on young persons under 18 years coming to meetings, but preferably with parents. Attendances total about 20 members and anyone interested, will find a warm welcome.

**Maidstone.** Members who have staggered up the wooden steps to put their bundles of wastepaper into the box van will be pleased to learn that thanks to the co-operation of the Carriage and Wagon Department, these are to be replaced by metal steps and a hand-rail. Colin Edwards and Dave Heywood have combined to fit a metal framework in the box van to prevent the sides bulging outwards. The delivery to the Tovil Mill on 30th March produced £380, which will in due course help the Group to meet the cost of equipment for the old Maidstone Bus Station if and when it has been re-erected. £500 has been earmarked towards the cost of future coach purchases and £140 provided for four new rollers for the printing machine at Northiam Station.

The Roadshow was invited back for the second Steam Enthusiasts Weekend at Chatham Dock Yard on 30th and 31st March. The stand was under cover, so when it rained after lunch on Saturday, people came in to shelter and



*The G.E.R. 6 wheeled carriage under restoration at Tenterden Station, 3rd March 1985. L to R Allan Sinclair, John Pritchard and Bob Gilbert*  
[Clive Grewcock]

distribution of timetables was very successful. Sunday was fine and warm and the pump trolley was very popular – takings were £32.

A joint trip to the Sittingbourne and Kemsley Railway followed by a visit to the Dolphin Barge Museum was undertaken by the Maidstone and Ashford Groups on June 26th. As in previous years, both Groups will have a stand at the Kent County show on July 11th to 13th.

Meetings at the Kimberly-Clark Social Club in Tonbridge Road, Maidstone recommence in September after the Summer Break.

**Sussex.** The cold weather at the beginning of the year did not deter working parties at Northiam. The attraction may have been the bonfires lit to mark the progress in clearing the undergrowth from the remains of the second platform.

While waiting for the Board's proposals on the development of Northiam, we have started to reclaim the trackwork scattered and dumped around the site and generally tidied the station area. Fund raising has gone at apace with over £700 being taken at three events at the end of March at Brighton, Heathfield and Eastbourne; this has provided vital publicity for the railway and funds for Northiam Station. The meetings at Westham continue to be well supported with many good speakers booked for the rest of the year.

**Thameside.** On Saturday 9th February, members of the Group collected a Portaloo from the Thames Barrier site for use at Northiam. Although arriving back at the Station in good time on the Saturday, this magnificent structure was finally unloaded at 11.00 a.m. on the following day as all the securing ropes had frozen solid! Many thanks to Bob Gilbert and Huxfords for their assistance. The cost of the loo and transport (£62 altogether) was met by an anonymous benefactor.

At the end of March, George Wright took a small party of volunteers and a truck to Strood, near Rochester, and collected two sets of buffer stops for use at Rolvenden.

The Thameside Group put in much hard work on the track alterations at Rolvenden and indeed on one Saturday all those working on the project were identified as members of the Group. The water crane in the locomotive yard was repaired on 2nd March as the hard frosts

had cracked it across the valve, despite being lagged. The Group is still collecting second hand books and the stall at the "Steam for Victory" weekend was most successful.

Finally, the Rother Bridge will be given the "Thameside Treatment" this Summer (several coats of black bitumen paint). Anyone is welcome to give a hand with this, but please check with Kevin Jarvis first on Dartford 78624 to find out the dates of the working parties.

**Tenterden.** The group continues to meet on the last Friday of the month in the Glebe Hall, Church Road, Tenterden, July and August excepted. A variety of speakers has included Philip Shaw on Colonel Stephens, archive railway films, an interesting talk on Southern Railway Boat Train services and a talk on the Hastings line. Future plans include a coach trip to railways in Essex and fund-raising to pay for additional flower tubs and hanging baskets for Tenterden Station and certain minor improvements to passenger facilities. New faces are of course always welcome at the Group meetings.

**Weald.** The 15th Annual General Meeting of the Weald Area Group was held on Tuesday 14th May at the Chequers, High Street, Tonbridge. After two years as Chairman, Malcolm Dunstan has retired. Grateful thanks were expressed for his efforts on the Group's behalf during his term of office. Mrs. Brenda Colegate was elected as the new Chairman, with Ian Legge continuing as Treasurer. Other Committee members re-elected were Colin Colegate and Sales Officers, John and Hazel Green. Fred Noakes, who served on the Committee in 1981, has returned and will in the near future take over the role of Secretary from Clive Norman, allowing him to become a non-executive member.

The annual sponsored walk took place this year on 28th April along the banks of the Medway River, between Tonbridge and East Farleigh, a distance of some 13½ miles; a non-railway location for a change, although the river and the Paddock Wood-Maidstone West line are never far away from each other in the Medway valley. A small but hardy band of walkers completed the course in fine but chilly weather and raised a very creditable £140. It has been suggested that the group could assist in the funding of the Rolvenden Signal Box and two possible structures have already been given preliminary inspections.



*The wine-tasting Wealden Pullman passes Wittersham Road, 28th April 1985*

*[Hugh Nightingale]*



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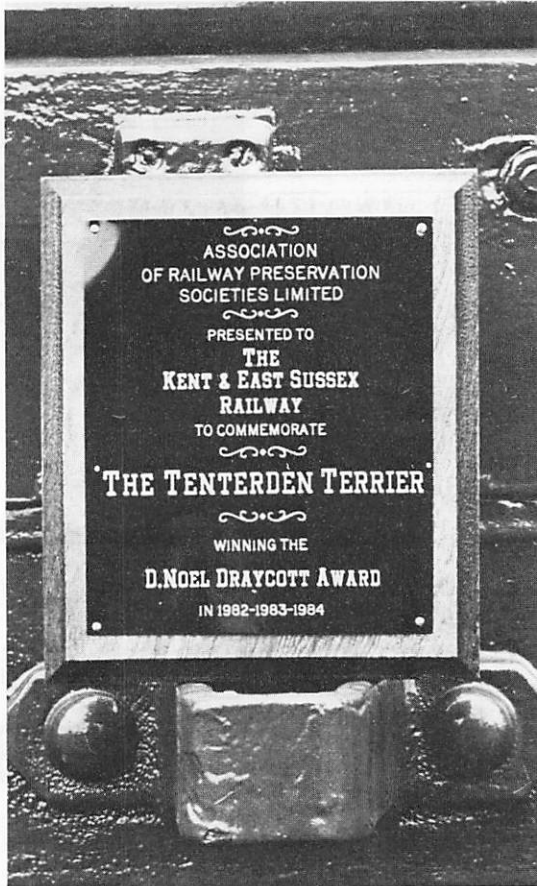
# Three in a Row

*The Tenterden Terrier* was a clear winner for the third year running in the Association of Railway Preservation Societies Magazine Competition. The judges' comments were that it "exhibits a consistently high standard through all categories. Bursting with news and information. Excellent photographic reproduction, both colour and black & white with good use of material. Strong selection of advertisements. Comes across as part of a strong and co-ordinated marketing strategy. Altogether hard to fault and a fine example for others to follow"

The marks awarded by the judges were as follows:-

	Awarded	Total possible
Motivation	55	60
Spread of interest	52	60
Essential information	40	40
Pride in project	40	40
Responsibility/Attitude	37	40
Presentation/		
use of English	56	60
Reproduction	19	20
Layout/use of space	34	40
	<hr/> 333	<hr/> 360

We have enjoyed entering this competition over the last five years, but at the request of the A.R.P.S., we shall not do so again, in order to give other publications a chance of winning. The D. Noel Draycott Award Cup, together with a special plaque, are on display at Tenterden station.

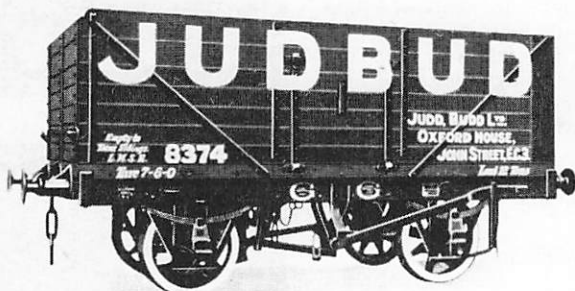


[Brian Stephenson]

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# Beyond the Maidstone Extension



*Hollingbourne station looking towards Ashford, taken in late 1960 shortly before electrification in the following year. The Maidstone & Faversham Junction would have had running powers between Hollingbourne down distant signal and Harrietsham up distant.* [Lens of Sutton]

The Maidstone & Faversham Junction Light Railway is not one of Colonel Stephens' better known projects, but its story is worth telling as it would have formed the last link in a chain of light railways across South East England from Rye to Faversham.

Maidstone owes much of its importance to its position where the east to west route along the Vale of Holmesdale crosses the north to south route through the Medway gap. Certainly this is true of its railways. Maidstone's first railway was the branch from Paddock Wood on the South Eastern main line, opened in 1844. In 1856 this was extended along the Medway valley to join the North Kent line at Strood. The S.E.R. monopoly was broken in 1874 by their long-standing rivals, the London Chatham & Dover Railway, when the Sevenoaks, Maidstone & Tunbridge Railway (nominally independent but worked by the L.C. & D.R. which absorbed it in 1879) opened a line from Otford to the present Maidstone East station. The extension to Ashford was authorised in 1880 and was opened, by another L.C. & D.R. satellite, in 1884.

These railways did not provide very satisfactory communication between the county town and North East Kent. Faversham, 16 miles from Maidstone as the crow flies, is almost twice that

by rail and two changes are required, at Strood and Chatham. Promoters of more direct lines have, however, had to contend with the barrier of the North Downs, which rise steeply just north of Maidstone to a height of some 600 feet. The high ground is sparsely populated, with only a few small villages, so that little intermediate traffic could be expected. Early schemes included a Maidstone to Faversham project of 1874, which followed the present Ashford line as far as Hollingbourne, and a railway to Sittingbourne proposed in 1876, which would have come almost as far east as Doddington before looping round to Sittingbourne.

In 1881 the L.C. & D.R. applied for powers to construct a Maidstone & Faversham Junction Railway. This was to be a double track line almost 10 miles long from the authorised but not yet built Maidstone & Ashford Railway at Lenham. The engineer, George Hopkins, managed to achieve a maximum gradient of 1 in 80 only by heavy earthworks (including a 1440 yard tunnel near Lenham) and at a cost of nearly £240,000. The S.E.R. saw the proposal, no doubt correctly, as an attempt to forestall their own ambitions in the area and petitioned Parliament that "The ostensible object of the proposed Railway is to create railway accommodation between the towns of Maidstone and Faversham and your Petitioners

humbly submit that it is ill devised for the purpose. The route chosen is circuitous and the country through which it passes is but sparsely populated and of no great agricultural importance. No large villages are accommodated thereby." Despite opposition by the S.E.R. and their supporters and by W.T. Townsend Hall, the Faversham gunpowder manufacturer, through whose Syndale estate the line passed, the Bill received the Royal Assent on 27 June 1881. No construction work took place, the L.C. & D.R. preferring to waste such money as it could raise on the less obviously hopeless Greenwich Park and Gravesend (West Street) branches.

Despite the failure of the L.C. & D.R. to build their railway there was still a need for improved communication between Maidstone and Faversham. Before the appearance of motorised road transport, it seemed that the means of achieving this had been provided by the Light Railways Act of 1896, which encouraged the construction of low-cost railways for local traffic. Accordingly, a limited company called the Maidstone & Faversham Junction Light Railway Co. Ltd. was registered in May 1899 by a firm of London solicitors, Dollman & Pritchard of King Street, Cheapside. It had a capital of £1000 in £1 shares, of which only seven were ever taken up. William B. Pritchard, the active partner of Dollman & Pritchard, had become interested in railway promotion through the Bexley Heath Railway (opened in 1895). The contractor for this line was William Rigby, who went on to build the Sheppey Light Railway (1901) and the Headcorn extension of the K. & E.S.R. (1905). As the engineer was H.F. Stephens, the arrangements were very similar to those for the Orpington Cudham and Tatsfield Light Railway (see *The Tenterden Terrier*, No. 23). In the same month, application was made for a Light Railway Order, naming the limited company as the promoters. To those familiar with Stephens' work, it will come as no surprise that he did not intend to use heavy engineering works to surmount the North Downs.

Railway No. 1 of the Order was to be just under 12 miles long. The route left the Maidstone to Ashford line near Greenaway Court, midway between the Hollingbourne and Harrietsham stations, and gradually diverged from the main line, climbing steadily, mainly at 1 in 51, until after four miles it had risen 327 feet but was only a mile from the main line at Lenham. For the next four miles it descended,

again at 1 in 50 or 51, past Wichling and Doddington to Newnham, from where it followed the road with much gentler gradients to a junction with the L.C. & D.R. main line near Ospringe, about 1½ miles east of Faversham. Railway No. 2 was a short branch serving gravel pits near Newnham. The Board of Trade inspector thought the estimated cost too high and commented, "The line is a surface one and the earthwork is very light, but it is estimated at £1500 per mile which seems to me excessive. Sidings, junctions and stations come to about £900 per mile which seems high. The whole line is estimated to cost £86,470 or about £7100 per mile. This seems to me a high estimate. Many lines with heavier works than there are on this line come before us with a much lower estimate. The Capital proposed is £90,000 with power to borrow £30,000. Total £120,000 or nearly £10,000 per mile. This certainly seems to me high for a line with not a single big bridge or work of any magnitude, and with extremely light earthwork."

The Light Railway Commissioners held a public enquiry at the Institute in Faversham on Thursday 3 November 1899. The event aroused considerable interest and was widely reported in the local press. The *East Kent Gazette* noted that "there was a considerable attendance of the public" but the *Kent Messenger* correspondent, perhaps more used to functions of that sort, considered that the "attendance of the general public was not large." The principal objection to the line was from the local authorities in the Sittingbourne and Sheppey area, who maintained that a railway from Maidstone to Sittingbourne would be more useful, and the Sittingbourne & Milton U.D.C. had gone to the extent of engaging Lord Robert Cecil to present their case. They received little sympathy from the Chairman, the Earl of Jersey, who commented that the clause in the Light Railways Act requiring the Commissioners to hear any objections must be interpreted with some regard to reason. He thought they were only required to listen to objections from persons directly interested and that they could not take in so wide a district as Sheerness, Sittingbourne, Queenborough and Sheppey. There appeared to be no alternative scheme to consider, so the Commissioners had simply to say whether the line between Hollingbourne and Faversham should be allowed or not. They, however, were not aware of anything to prevent the construction of a railway from Sittingbourne to Maidstone if it were thought desirable. Therefore they had

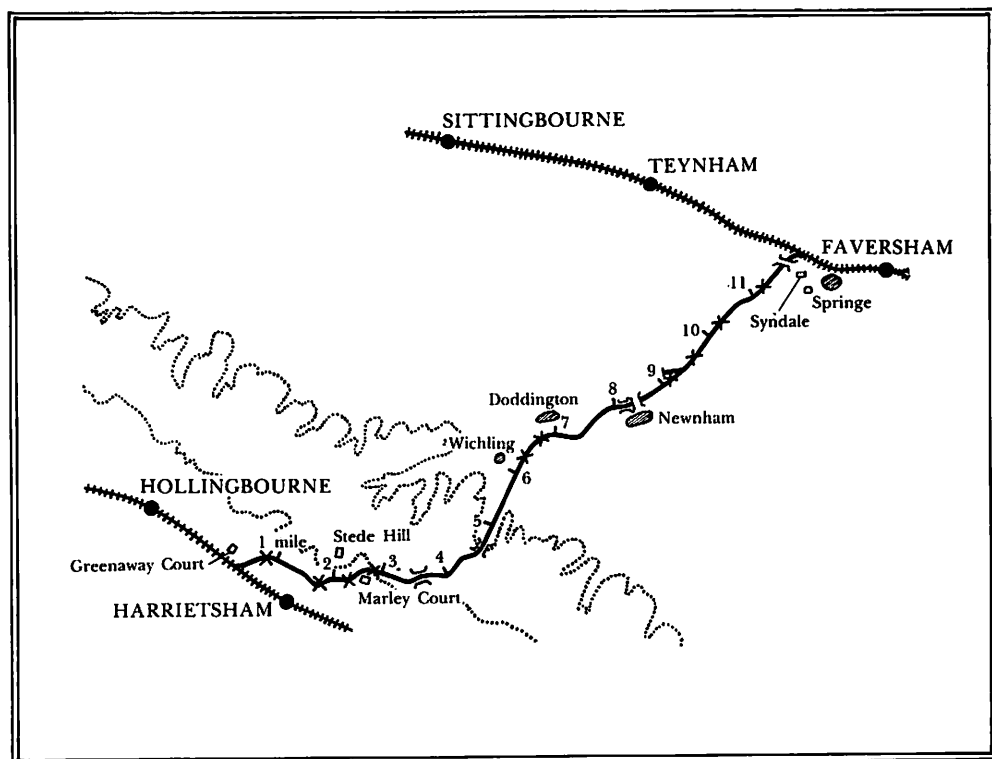


decided not to hear opposition from Sittingbourne and places beyond.

The Sittingbourne contingent having been reduced to the status of spectators, H.F. Stephens proceeded to describe the engineering features of the railway. It "would be laid in a substantial manner so that it would carry, if not the engines, the passenger and goods trucks of the present railway company." Light locomotives of the L.C. & D.R. might in fact be used. The 1 in 50 ruling gradient was "low. . . considering the height to which the railway would rise." There would be stations at the junctions, at Leeds and Ospringe, where goods traffic would be exchanged, and a goods siding at Lenham. Passengers trains would run through to Maidstone and Faversham. Hollingbourne R.D.C. criticised the level crossing of Stede Hill - "Supposing a traction engine were to come down there?" - and the promoters agreed that a bridge would be built, despite concern from Stephens at the additional expense.

Most of the local authorities and landowners in

the area to be served by the line supported it. The Vicar of Doddington, the Rev. S.H.W. Hughes-Games said that the population of the parish had fallen (it went down from 580 in 1881 to 492 in 1901) and it was very isolated. If he had a special preacher down, it cost 8 to 12 shillings just to fetch him from the nearest station. Mr. W.M. Chapman, a farmer, traction engine proprietor and owner of the gravel pits at Newnham, had great difficulty getting his goods to Faversham and thought the railway would make it easier. For the promoters, W.B. Pritchard stated that they were not asking for subsidies from the local authorities as they believed they would be able to raise the necessary capital themselves, and claimed that the Maidstone & Faversham Junction Light Railway would be "even more successful" than the Sheppey Light Railway. The General Manager of the S.E. and L.C.&D. Railways, which had recently formed a working union, had agreed to work the line on reasonable terms if it were built and their Chief Engineer had no objections to the proposed junctions.





*Faversham station shortly after its reconstruction in 1898.*

*[Lens of Sutton]*

Reporting on the enquiry, the Light Railway Commissioners recommended that the Order be granted. The promoters had requested an increase in authorised share capital to £96,000 with powers to borrow £32,000 and in view of the increased works agreed at the enquiry this was approved. The Order was confirmed on 8 March 1901. Various clauses had been included to protect landowners. A deviation near Ospringe would take the line further away from Syndale House and there was a requirement to put the railway in a tree-lined cutting where it passed the Stede Hill house, so that the trains could not be seen. W.T. Fremlin, of Greenaway Court, and the owners of the Syndale estate were entitled to have sidings. Public level crossings were to be gated and the usual 25 mph speed limit applied. The axle load was 14 tons and the rails were to be at least 60 lb/yd. Subject to the agreement of the L.C. & D.R., or the Managing Committee, the Light Railway could have running powers between Hollingbourne and Harrietsham and from the junction at Ospringe into Faversham station. Two directors of the limited company were to be nominated as directors of the company formed under the Order until its first ordinary meeting. It is rather surprising that this was permitted as in the similar situation with the Orpington Cudham & Tatsfield the Commissioners insisted on suitable persons being named as directors in the L.R.O. Three

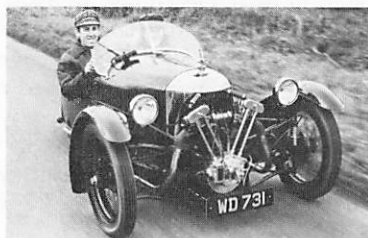
years were allowed to purchase land and five to complete the works.

Nothing happened until November 1903, when an application was made for an extension of time. Although the landowners complained at the further uncertainty affecting their estates, the promoters claimed that "the delay had in part been caused by the fact that the S.E. & C.R., who had originally encouraged the promotion of the scheme and have expressed willingness to enter into a working agreement with the Promoters, have been unable hitherto to do so owing to the difficulty of dealing with any additional traffic until certain widenings of their Railway which are in progress in the neighbourhood of London have been completed. . . ." This does not sound very convincing and one is left with the impression that the S.E. & C.R. were thinking better of their initial support. The financial standing of the promoters, the Maidstone & Faversham Junction Light Railway Co. Ltd. was also dubious, as only seven shares had been taken up and £240 was owed to the Inland Revenue for Capital Duty. Nevertheless, the extension of time Order was sealed in August 1904, giving two years to acquire land and four years for the works. No use was made of these powers, however, and Marley Farm was allowed to enjoy its rural peace for a few years longer.

**Tom Burnham**

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# "Northiam" to Loughborough

## No. 25 visits the Great Central Railway

Following a request from our friends at Loughborough in early December, to assist them with their shortage of motive power, it was soon arranged for "Northiam" to travel north. During time there it was steamed for passenger traffic on 30 days and covered some 1,000 miles. The engine was well received by its G.C.R. crews and carried out its duties without any trouble. Coal consumption, from either Dow Mill or Thorseby collieries was about 1 ton per day, depending on the type of service and the way in which the locomotive was driven. A round trip on the Great Central is 11 miles and an average of five steam hauled services were run on every Saturday and Sunday that No. 25 was on the line.

The public's curiosity was much aroused by this "foreign" locomotive and its crews were constantly asked questions about it and where it came from. The livery also was well liked and received many favourable comments.

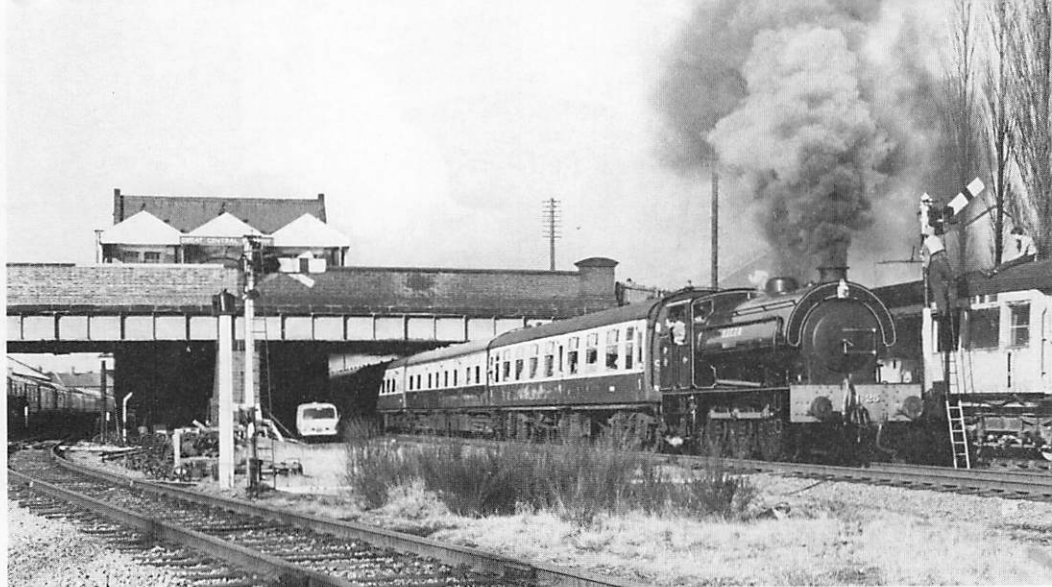
No. 25, which has now spent two periods away from the K. & E.S.R., returned to Rolvenden at the end of April.

*We are grateful to Dennis Wilcock, Editor Mainline and M. Perry, Loco Superintendent, for supplying information and photographs.*



*Leaving Loughborough with the 13.00 for Rothley, 10th February 1985*

*[W.A. Sharman]*

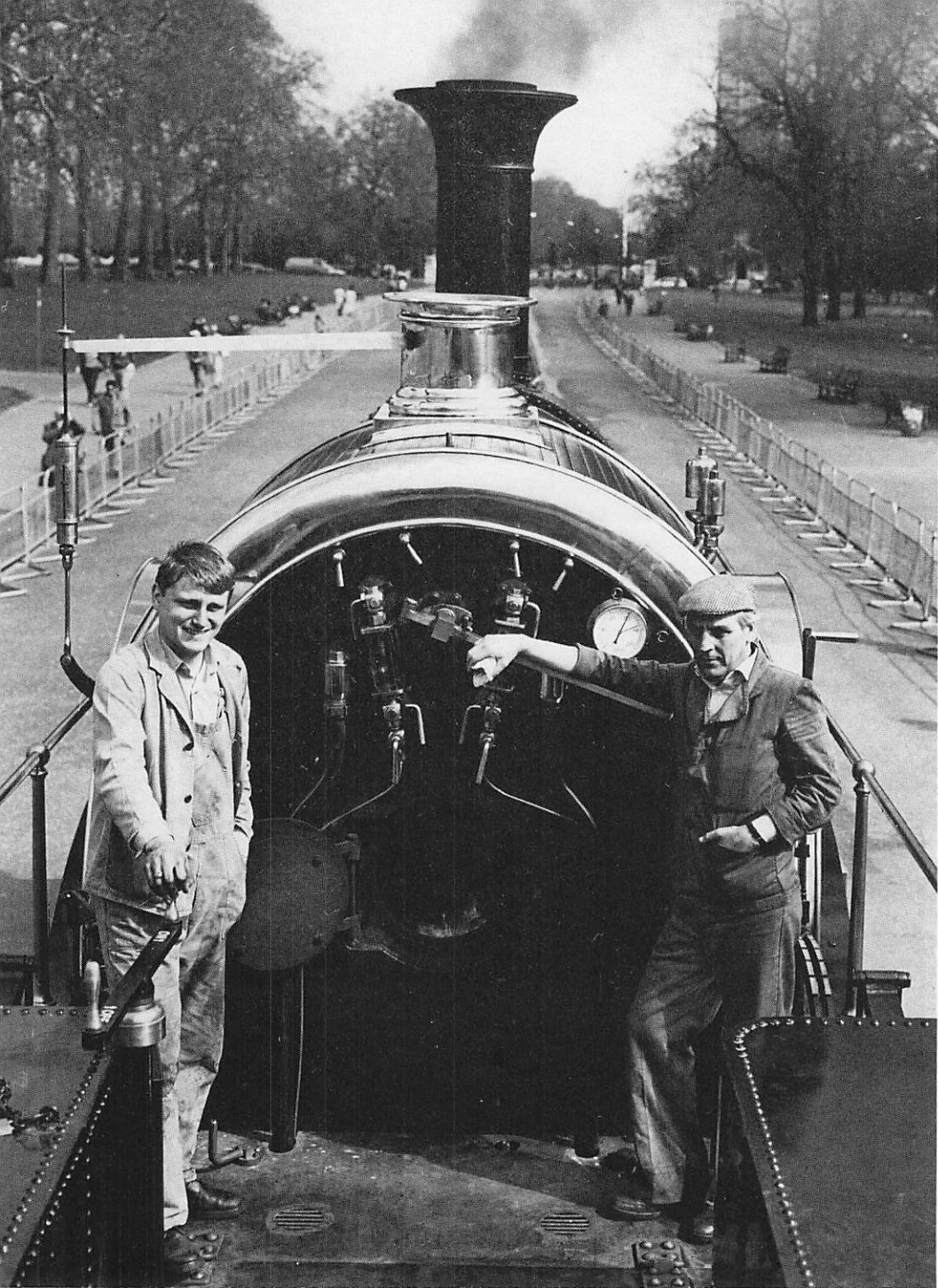


*The 14.30 making a smokey departure from Loughborough, 24th February 1985 [Dennis Wilcock]*



*Passing Quorn distant signal at Kinchley Lane with the 14.30 for Rothley, 24th February 1985 [W.A. Sharman]*





*Mark Stutchbury (left) and Pete Wensley on the footplate of "Iron Duke", 2nd April 1985*  
[Brian Stephenson]



# An Austerity in Hyde Park

K. & E.S.R. drivers and firemen were privileged to take charge of the replica broad (7' 0¼) gauge G.W.R. 4-2-2 locomotive "Iron Duke", when it was undertaking trials in London's Kensington Gardens, opposite to the Albert Hall, over a 200 yard section of specially laid track. This was put down on shingle ballast, spread over the tarmac road surface. Water was obtained from a hosepipe connected to a nearby hydrant.

The building of the engine, based on Daniel Gooch's design for the Great Western Railway in 1847, was undertaken by Resco (Railways) Ltd. with whom the K. & E.S.R. have long had close connections, through its Managing Director, Mike Hart, who has been a member for many years. The tender was built by British Rail at its works in Cathays, Cardiff. "Iron Duke" was constructed largely from components comprising former National Coal Board Austerity locomotives "Respite" and "Gwyneth", a type with which the K. & E.S.R. crews are well acquainted.

Brian Stephenson's footplate view shows Driver, Pete Wensley (right) and fireman Mark

Stuchbury on Tuesday 2nd April, when Major Olver of the Railway Inspectorate was present during a brake test, prior to passing the locomotive fit for running. A reproduction G.W.R. second class coach, vacuum fitted, was attached to "Iron Duke" and rides were given to invited guests. The locomotive arrived in Hyde Park over the weekend of 30th/31st march and stayed until 9th April, the completion of the Easter holiday. On Wednesday, 3rd April a naming ceremony was performed by His Grace, the Duke of Wellington.

Other K. & E.S.R. crews who attended during the week included drivers George Wright, Paul Hatcher, Adrian Landi and firemen Charlie Masterson, Simon Long, Howard Wallace-Sims and Paul Sayce. Enginemens' comments on the locomotive were of necessity brief, given the short running section, but "Iron Duke" gave the feel of being very stable and powerful; maybe there will be opportunities to really 'open her up' in the future.

P.D.S.

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# Taking Stock

## Southern Region's First Impressions of the Kent & East Sussex Line

Although the Kent & East Sussex nominally became part of British Railways on January 1st 1948 it was not until later in that year that an official assumption of control was possible. In the interim, the K. & E.S.R. continued to be run by W.H. Austen Snr. and his staff from Colonel Stephens' old headquarters at Tonbridge. A necessary step before taking over the line was an inspection. This took place on 4th February with W.H. Austen Snr. and J.A. Iggulden on behalf of the old regime, the Southern Region being represented by the Superintendent of Operations and a galaxy of Divisional and Departmental Officers. This article summarises their findings.

The Inspection's first consideration was the signalling of the line which was found to be divided into six sections using four different methods of working. From Headcorn to Biddenden signalling was by train staff and tablet; from Biddenden to Tenterden Town and from Rolvenden to Northiam by Tyer's No. 7 Tablet; from Tenterden Town to Rolvenden and from Northiam to Bodiam by Webb & Thompson's Staff Instrument and from Bodiam to Robertsbridge by Train Staff & Ticket. The mixture of systems was not such a problem as the fact that the equipment for the two sections between Rolvenden and Bodiam had broken down and an improvised method was in operation between these points. It was added that, "Several of the running signals are defective and there is no locking between the signal instruments and the running signals." Moreover, "None of the staff have any rule books, neither do there appear to be any block or other working instructions."

Surprisingly, the Inspection found no cause for adverse comment in reporting the presence of several public road level crossings, but did comment on the "indifferent state of maintenance" of the fencing along the line. It was, however, noted that new gates and fencing posts were awaiting erection. "Indifferent" was also used to describe the state of platforms along the line but at least the external maintenance of station buildings was found to be 'reasonably good'. Locomotive watering facilities were noted to exist at Headcorn, Rolvenden and Robertsbridge but the wind pump serving the tank at Tenterden Town had been out of action for the last twelve months.

The parties then looked at each of the stations

in turn starting at Headcorn, where Austen recommended that the unsatisfactory wind pump apparatus be replaced by a connection to the water mains. At Frittenden Road the platform required renewal whilst Biddenden came in for a number of comments. Towing was used to work the sidings here; quotations were being sought to replace the oil lighting with electric and trains crossing the adjacent level crossing required the presence of a flagman a result of 'a mishap at the spot' many years previously.

High Halden Road was described without adverse reaction but at Tenterden St Michaels the platform was 'in a bad state of repair'. At Tenterden Town electric lighting had been provided on the up side (Headcorn to Robertsbridge) and it was intended to fit electric lighting on the down platform in due course. It was noted that the Ministry of Food Buffer Store appeared to have been partly built on railway property.

At Rolvenden the only item for special mention was the uneven platform surface produced by raising part of the platform to "dock height to give side-loading facilities." At Wittersham Road, the intention was noted to house a member of the permanent way staff in the wooden bungalow and at Northiam it was observed that electric lighting had been fitted, that there was no platform to the down side of the running loop and that the platform wall needed rebuilding.

At Bodiam the Inspection made the common mistake of believing the siding on the down side to be a running loop in course of construction, and as at Northiam, the platform wall required rebuilding. Junction Road Halt and its siding on the other side of the road were described. The platform was in poor condition but materials were on hand for its renewal. The one at Salehurst Halt was, however, described as, "Never used." and Mr. Austen suggested its abolition. No mention is made of the siding here which had presumably disappeared without Parliament's approval. The description of the stations ends with the hope of a report on the status of the "North Ridge Siding" and a description of Robertsbridge where one of the K. & E.S.R. sidings was said to be for the use of Messrs. Chittenden & Simmonds.

Attention now turned to 'Engines and Rolling Stock'. It was reported that "2 K&ES & 2 SR

engines work the line'. The K. & E.S.R. engines were our stalwart 'Terrier', No. 3, and the ex-LSWR 'saddleback', No. 4. The Southern engines would have been 'Terrier' 32678 and 01 31434. The engines and workshop machinery were awaiting inspection by the Chief Mechanical Engineer and the Motive Power Department. In the event No. 4 did not pass muster and was scrapped later in the year.

Of the carriages inspected only No. 1 and No. 6, ex-LSWR bogie corridor third brakes, were acceptable. It was suggested that these should be marked "To work between Headcorn & Robertsbridge only" and that if two similar ones could be assigned to the line this should be sufficient to maintain services. The remaining 7 vehicles should be broken up. As most reports only mention 8 carriages being on the K. & E.S.R. at this time, the reference to 7 to be broken up may be an error. Unfortunately the stock is not itemised in the Report but certainly included LSWR 4-wheel brake thirds Nos. 1

and 19, LSWR 6-wheel composite No. 4, LSWR arc-roof bogie brake No. 3 and LSWR semi-elliptical-roof bogie non-corridor brakes Nos. 4 and 5.

Amongst the goods stock, open goods wagons Nos. 1-4, described as "Central Section wooden frame type", could be retained for internal use on the line with only minor repairs. A cattle truck and a brake van were to be broken up. Photographs reveal the former to have been an ex-S.E.R. example, carrying K. & E.S.R. No. 13, which resolves the "mystery of the missing cattle van" (see *Tenterden Terrier*, No. 34). The brake van was presumably ex-North London passenger brake No. 15 as the ex-G.W.R. goods brakevan had been scrapped in 1944. To enable mixed train working without brake vans to be abolished it was recommended that two 10 ton goods brakes be drafted to the line.

The 5 ton (Pickering) crane was to be withdrawn but it was suggested that, owing to "the shortage of these machines", the 10 ton



*The Southern Region inspection train pauses at Bodiam, presumed 4th February 1948. W.H. Austen is on the extreme left. K. & E.S.R. driver is Jimmy Webb.* [Tenterden Railway Co.]



*K. & E.S.R. stock with breakdown crane awaiting scrapping at Headcorn Junction, April 1948*  
[A. G. Rayner]

(Midland) crane should be examined at Ashford with a view to possible repair. However, it seems that this crane was broken up with the rest of the stock at Headcorn instead. The final items to be considered were the line's two lorries; these were to be inspected by the Road Motor Engineer before their fate was decided.

The Inspection summarised the train service next and did so as follows:

4 trips Rolvenden to Tenterden at 6.40 am, 7.45 am, 11.10 am, and 4.45 pm.  
3 trips Robertsbridge to Tenterden at 8.15 am, 11.20 am\* and 5.50 pm.  
3 trips Tenterden to Headcorn at 7.55 am, 11.20 am and 5.10 pm\*.  
2 trips Tenterden to Robertsbridge at 6.55 am and 4.35 pm.  
1 trip Headcorn to Robertsbridge at 8.50 am\*.  
2 trips Headcorn to Rolvenden at 12.30 pm and 6.35 pm.

\*Mixed train

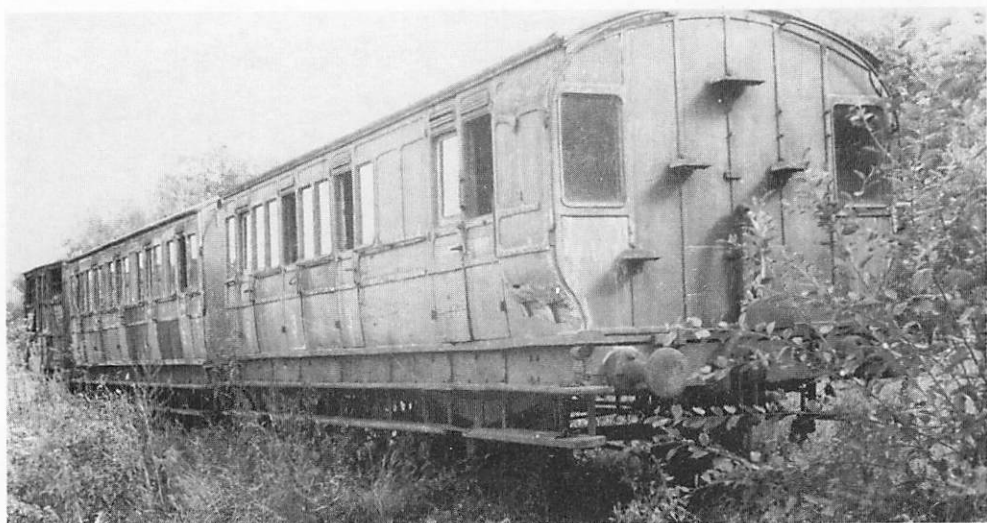
To operate the line it was found that 47 staff were employed, though this figure included 9 temporary lengthmen. These had presumably taken the place of the prisoners of war that Austen had reported as being employed on the permanent way in 1945 at 1/6¼d per hour! Although the 1948 pay rates are not given, it was noted that, "The staff are not paid on National Agreement Rates and there is no Staff Pension Fund in existence."

The Report concluded its findings by agreeing that the line would be taken over on "an appointed day". The fact that no date had actually been fixed is perhaps some measure of the Southern Region's appreciation of the

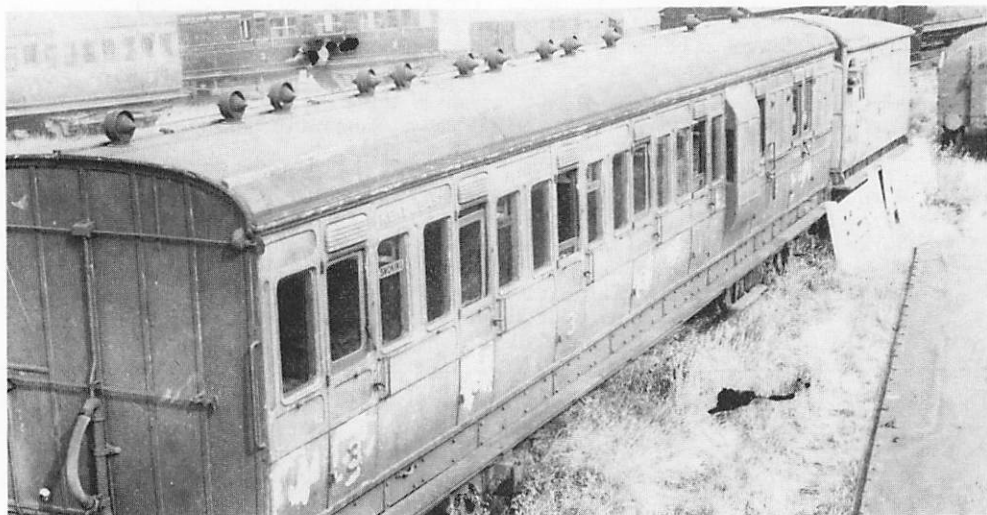
difficulties they would face in incorporating the Kent & East Sussex into their system. The actual date on which the Southern Region took over was 3rd May though Austen's office at Tonbridge remained open until 5th June.

Some of the problems identified during the Inspection were soon dealt with. The platform walls at Northiam and Bodiam were rebuilt, special working instructions for the Kent & East

Sussex were issued on 30th April, additional carriages and brakevans were assigned to the line and the obsolete stock was broken up. However, signalling and working problems continued to generate correspondence and committee meetings for many years to come. Salehurst Halt did not close as Austen had recommended, nor did Frittenden Road, which was also considered for closure in June 1948. Tow-roping was abolished at Wittersham Road, High Halden Road and Frittenden Road but remained a necessary evil at Junction Road and Bodiam. Some problems barely mentioned in the Inspection, notably level crossings and bridges, soon came to be a source of headaches for the new owners of the line.



*Ex L.S.W.R. 4 wheeled brake third (No. 1) together with ex L.S.W.R. 6 wheeled composite (No. 4) and ex S.E.R. cattle truck (No. 13) at Rolvenden, circa 1948.*  
[S.R. Garrett Collection]



*Ex L.S.W.R. semi-elliptical bogie, non-corridor brake (No. 5) at Rolvenden, circa 1948. Note gates "awaiting erection"*  
[S.R. Garrett Collection]

Subsequent to the Inspection it was calculated that it would take £293,000 to bring the Kent & East Sussex up to main line standard. A meeting on 29th April 1948, even considered total closure of the line but this was thought to be unwise "so soon after the Nationalisation of the Railways and would probably bring forth

an outcry from the public." Instead it was agreed that it would be better to bring the line "up to a reasonable Light Railway standard over a period of years". Almost thirty years later we're still trying.

**Stephen Garrett**



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# People in Profile

## 3: John Jeffries

Company Secretary, John Jeffries, has plenty on his mind at present. Monthly Board meetings have to be attended, minutes written up, legal matters dealt with and replies to hundreds of letters of complaints received from passengers, members and neighbours.

John Jeffries became Company Secretary four years ago; a librarian at the University of Canterbury, he first became acquainted with the Kent & East Sussex whilst visiting another preserved railway in Kent. In Brian Stephenson's portrait, he is seen seated in Colonel Stephens' chair, papers spread out on the Colonel's huge roll top desk, where the affairs of the Railway have been conducted

since about 1900. From the wall above, the Colonel himself looks down on events; on the desk itself little has changed in 85 years. The red tape and muddled appearance is illusory, as the secretarial tasks of the K. & E.S.R. are dealt with as efficiently today as they were in the 1900s.

When time permits, John Jeffries leaves his desk and takes a turn as guard on the service trains, so that he can meet the public face to face. Always immaculately dressed, he believes in setting high standards which is why, once in a while, the trains do not run late.

P.D.S.



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# Letters to the Editors

## **Trials by Drewry**

Sirs - I was interested in David Gould's letter (*The Tenterden Terrier, Spring 1985*) and the identity and details he gives for the coach behind "Drewry" No. 11223 at Robertsbridge; having looked at this vehicle closely, I was curious to know of its origins. I wonder if any readers will have noticed the L. & S.W.R. bogie coach in the background of the photograph (above the S.E. & C.R. vehicle, to the right of the goods shed). Most likely, it was a departmental coach, but its identity would be interesting to know, as these coaches were fast disappearing by this time, especially those in revenue earning use.

Recognition of the various types of carriages seen on the K. & E.S.R. over the years indicates a fair amount of interest amongst our membership. Most photographs of post 1948 trains usually depict a "Terrier" or "01" locomotive with either one or two of the 56 foot L. & S.W.R. corridor brake thirds or the single S.E. & C.R. birdcage brake third (S32915), which three vehicles seem to have been the line's complement in the final years of passenger service, 1949-1953.

I understand that the original pair of L. & S.W.R. corridors, Nos. 1 and 6, delivered in 1944, ran until both were withdrawn in April 1951; can any reader identify their replacements and also the identity of the similar coach which arrived on the line in 1947, supposedly would have taken the number 2, although interestingly, the L. & S.W.R. low roof gas lit bogie coach of 1891 was still being used at the time, also K. & E.S.R. No. 2, and withdrawn in May 1948. Have any readers additional information on the above? Hopefully, an article on all the ex S.R. bogie stock obtained since 1932 will appear in *The Tenterden Terrier* in due course - it would make interesting reading.

Blandford Forum, Dorset A.G. Coombes

Sirs - Referring to the letter from David Gould of East Grinstead regarding the ex-SEC passenger coaches, he may be interested to know that sometime in 1943 or 1944 the six coaches 962-967 were observed at Edenbridge Town, comprising what my brief notes describe as "Evacuation Train".

Unfortunately my notes do not state if they were passing through or were stored in sidings; nor is there any mention that they were attached to brake composite at that time.

Two more interesting sets operating in this area at the same times were six-car corridor set 471 comprising 4043 (3-B); 757 (3); 7652 (3); 2341 (3); ----; 4044 (3-B), and five-car corridor set 472 comprising 4046 (3-B); 7663 (1); 2348 (3); 7664 (1); 4047 (3-B).

These sets were frequently seen hauled by the heavy 4-6-2 Tanks Class J1 and J2 often operating an evening working from London to Tunbridge Wells West via Oxted and East Grinstead, and an afternoon semi-fast London to Brighton via Oxted, Edenbridge Town, Eridge and Uckfield.

Rye, East Sussex

Cyril Knapp

## **Allan Tebboth in profile**

Sirs - One is compelled to wonder if Mr. Allan Tebboth's pensive frown (*The Tenterden Terrier, Spring 1985*) is occasioned by the strange composition of the clearance gang under his supervision. Is it normal for clearance parties to consist of three bowler-hatted foremen and only one cloth capped workmen? Perhaps operatives Dyce, Hoskins and Tutt have ideas above their station.

Asst. Station Agent, Tenterden Robin White

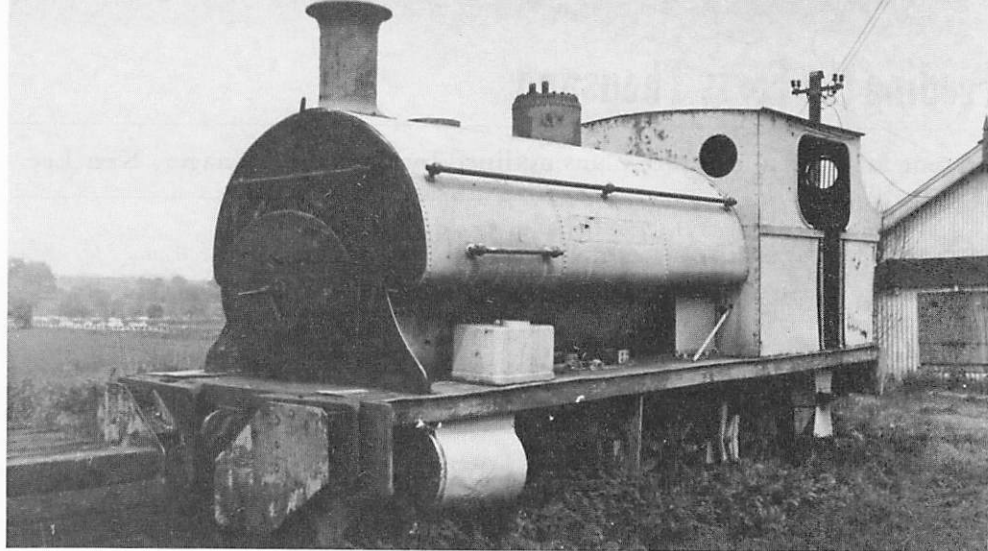
## **The Mountfield Gypsum Line, etc.**

Sirs - In view of his reference to the obscurity of early locomotive history, Mr. Norman Johnson might be interested to hear that the Yorkshire Engine Company's 0-4-0ST "Charles Augustus", purchased in 1875 by the Dorking Greystone Lime Co. Ltd., Betchworth, Surrey, was soon afterwards transferred to Mountfield and later sold to the Brush Electrical Co. Ltd. at Loughborough; wheels 3 ft. and cylinders 10" x 16"; a photograph appears on page 304 of the *Locomotive Magazine*, September 13th 1931, in the course of an illustrated article on the Betchworth Quarry locomotives.

May I join my plea to that of Mr. Graeme Binns on page 35 of the same issue (*The Tenterden Terrier, Spring 1985*) for more pictures of industrial locomotives, especially the inside cylinder 0-6-0ST type, in view of their extensive use on the Selsey Tramway and Weston, Clevedon & Portishead Railway. The K. & E.S.R. Manning Wardle No. 8 was really of this design but with the unusual feature for that Company of a semi-circular tank; I travelled behind her in 1928!

Your reviewer "P.D.S." on page 45 of the





*In response to the plea from Graeme Binns in the last issue, we publish a picture of Westminister at Bodiam on 12th May 1985. It is intended that the locomotive will shortly be moved to a private site in the South East, where it will be restored and steamed occasionally.* [Paul Sutton]

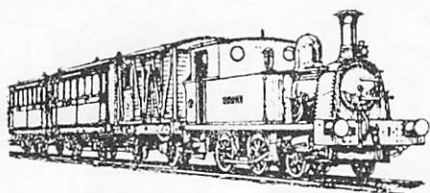
same issue may like to know that the 5.25 pm London Bridge to Reading and Tonbridge ceased when steam haulage faded out. Travelling to Coulsdon from 1953 onwards, I used this train on occasions. In earlier days a U (or U1?) class 2-6-0 was usual, but latterly a "Schools" hauled it; an additional attraction

was that the fireman, Peter Stride, was the son of good friends of ours. Another favourite was the 5.40 pm Oxted line train to East Croydon, since a Brighton Atlantic was usually heading it.

Coulsdon, Surrey

J.W. Sparrowe

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# Feeding the Forty Thousand

Present facilities and future plans outlined by Catering Manager, Ken Lee

... at Tenterden there's a cheerful buffet in an old Pullman carriage.

*(Holiday Which? May 1985)*

It is, perhaps, inevitable that our day to day catering activities attract less attention than the glamorous and highly successful 'Wealden Pullman' although both make use of Pullman cars. The buffet has been housed in car 'Theodora' since the Railway reopened, but profitability has been variable and reached a low point in 1982. After a successful season in 1981, the previous managers, Cliff & Dorothy Wicks retired and as no immediate replacements could be found, three members maintained a reduced service and some part-time paid staff were recruited. In consequence, not only did turnover drop, but profits declined

by more than two thirds, as we bore the burden of higher administrative costs.

Having moved to Tenterden in November 1982, I became interested in supporting the line and assisted with catering activities during the busy Santa Special season in December 1982. I then accepted the post of Catering Manager for 1983, although with some reluctance, as I had no experience in this field. The main task was to try and restore turnover for 1983 to at least the 1981 level. "Theodora" presented real problems; it is an unsuitable vehicle for providing customers with a quick bar service of



*Ugh! What's this in my sandwich? 4th May 1985*

*[Brian Stephenson]*



*"Cheerful" Ken Lee serving tea, with Dorothy Wicks in the background, 4th May 1985*

*[Brian Stephenson]*

mainly snacks in all weathers. Including the kitchen, the floor area only amounts to 450 square feet and at that time seating accommodation was restricted to eight persons, with a serving bar extending two thirds of the way down the car. Public access and exit was through a narrow door, opening directly on to the station platform. This caused severe congestion at the platform entrance, particularly at train arrival times when trade is potentially at its highest level.

To counter this problem, the platform door was closed off and the door opposite and adjacent to the station forecourt opened up. With steps provided, access is now possible to and from a hard standing area with chairs and tables, where customers can sit in spacious surroundings, at least during fine weather. An ice-cream kiosk has been set up in the forecourt itself. At the beginning of 1985, accommodation inside "Theodora" was increased from 8 to 20, by the expedient of shortening the bar by some twelve feet and installing fixed seating and small tables. Speed of service has been enhanced by housing equipment for tea, coffee etc. in the bar itself, rather than in the kitchen area. This is about as far as we can go with existing facilities, although additions could be made to the kitchen

equipment with advantage. A decision has been made to abolish smoking in view of the limited table area.

Cooking is carried out with a domestic oven and microwave; a particular disadvantage is the lack of a Still's boiler as a source of steam and hot water. The Bill of Fare includes sandwiches, home-made cakes and pies, soup and ice cream. There are specials offered from time to time and these will be extended so that items such as hot baked potatoes and pizzas are regularly available. Equipment to dispense soft drinks on draught was installed at the beginning of 1985, which gives a much higher profit margin that is attainable on canned products. With the exception of soft drink cups, china crockery is used throughout, as we do not wish to be associated with the paper plate brigade.

Staff uniforms are being introduced - green waistcoats, white shirts, black trousers and black bow ties for men; red waistcoats and black skirts for women. The buffet is now staffed entirely by volunteers, some 50 people being involved from time to time. A trolley service of soft drinks and confectionary is maintained on most trains and a more extensive range, including hot drinks and alcoholic beverages is available on selected services.

## HOW THE MONEY IS MADE AND SPENT . . . . .

	1981 £	1982 £	1983 £	1984 £	1985* £
Buffet takings (exc V.A.T.)	8,928	6,394	9,743	12,617	15,000
Purchases & expenses	5,755	5,460	6,940	8,519	9,500
Profit	3,173	934	2,803	4,098	5,500
Passengers carried (exc. Pullman)	41,161	41,171	41,092	44,397	44,000
Theoretical spend per visitor (exc V.A.T.)	22p	15p	24p	28p	34p

\* Budgeted

Confectionary has been phased out of the buffet itself, as profit margins are low and anyway a range of products is available in the shop, including the World-renowned Colonel Stephens' fudge. Birthday boxes for children's parties and lunch boxes are available for trains on a pre-booked basis.

Later this year, a decision will be taken on ideas for a replacement catering building at Tenderden; this will be for a limited period, pending completion of the development of the station site, plans for which were outlined in the Spring 1983 issue of *The Tenderden Terrier*. Re-erecting the former Maidstone bus station building as a temporary buffet is one option being explored, as, in any event, changes will have to be made before too long as "Theodora" is urgently in need of renovation. In the longer term, it is hoped that the bus station building will house the Colonel Stephens Museum, depending on when a completely new catering unit can be afforded. However, on a temporary basis this would double the existing floor area and provide seating for up to 40

persons. The components, which are presently in store at a nearby farm, will be taken to Tenderden this summer and examined in detail to see how much replacement timber and roof tiling is needed. Any new project will need to be self-financing and this means increasing profits by around £3,000 per annum in order to meet interest and capital repayments.

Although improved facilities may be expected to lead to increased spend per visitor, there will be other benefits; an enlarged kitchen will allow puddings for the Wealden Pullman to be made up on site instead of buying in, with considerable savings. We shall be able to cater for coach parties, which will improve train receipts and there will be increased under-cover accommodation for visitors. The scheme also fits in with the long term objective of providing a museum on the site.

Meanwhile, the short term objective is to increase profits by no less than one third in 1985, a tough assignment and, at the time of writing more likely to be achieved by increased sales of hot soup than ice-cream.



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# Book Review

**SOUTHERN RAILWAY BRANCH LINE TRAINS** by R. W. Kidner, published by The Oakwood Press; 68 pages including 28 of photographs, stiff paper, covers. Price £3.90.

In his introduction, Mr Kidner states that this book is not a complete record, it is compilation following 55 years of watching and reading. It is in a sense, extracts from one man's diary and it is this which makes the book fascinating, especially as the Author has always had an eye for detail. Commencing with general notes on branch carriages from the Southern constituent companies, there is a follow through to the Southern itself and B.R. stock. The book is very much "carriage" orientated, a subject close to the Author's heart and locomotives are dealt with fairly briefly. There are notes on special sets and trains, including those on the Sheppey Light, Plymouth Devonport & South Western Junction and hop pickers trains generally. There is an interesting section on railcars, including reference and photograph to the Drewry petrol railcar which ran on branches in the Ashford area in the early 1930's, prior to being purchased by Mr Austen

for use on the Weston, Clevedon & Portishead Railway. A section at the back, listing brief particulars of over 60 branch lines, with details of locomotives and rolling stock noted on location at different dates, will be of inestimable value to modellers. The photographs are generally of good quality and includes such oddities as a Territorial troop train leaving Swanage in 1932, comprising 6 wheel van, field kitchens, horse box and 10 corridor coaches, struggling up the heavy incline behind two M7's. Where was it going?

P.D.S.

*Also received:-*

**ASHFORD, THE COMING OF THE RAILWAY** By Gordon Turner, Published by Christine Swift Bookshop, Maidstone, 191 pages of text and 32 pages of photographs, cloth bound, price £8.95.

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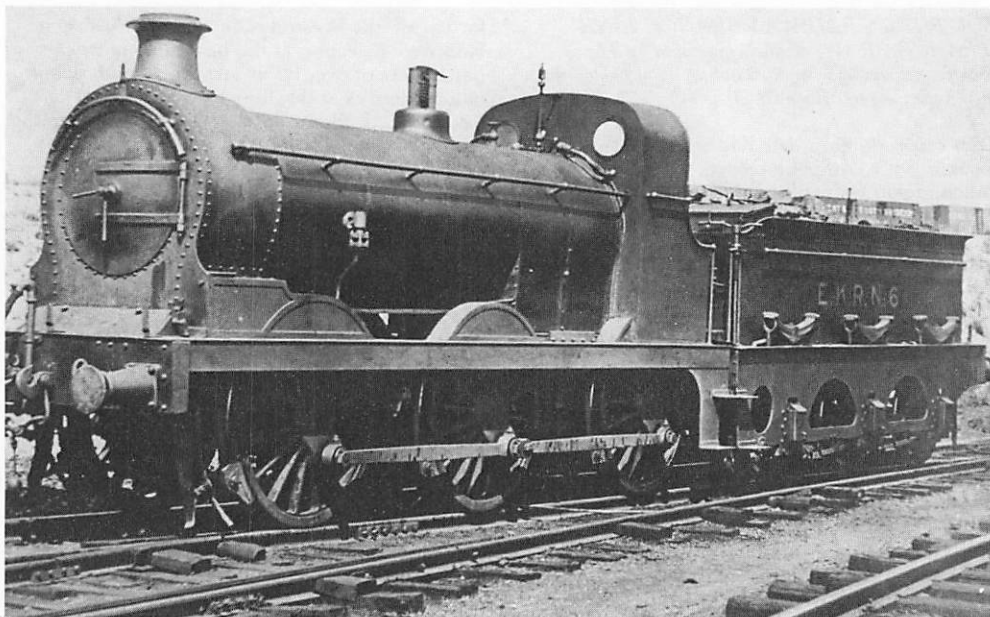
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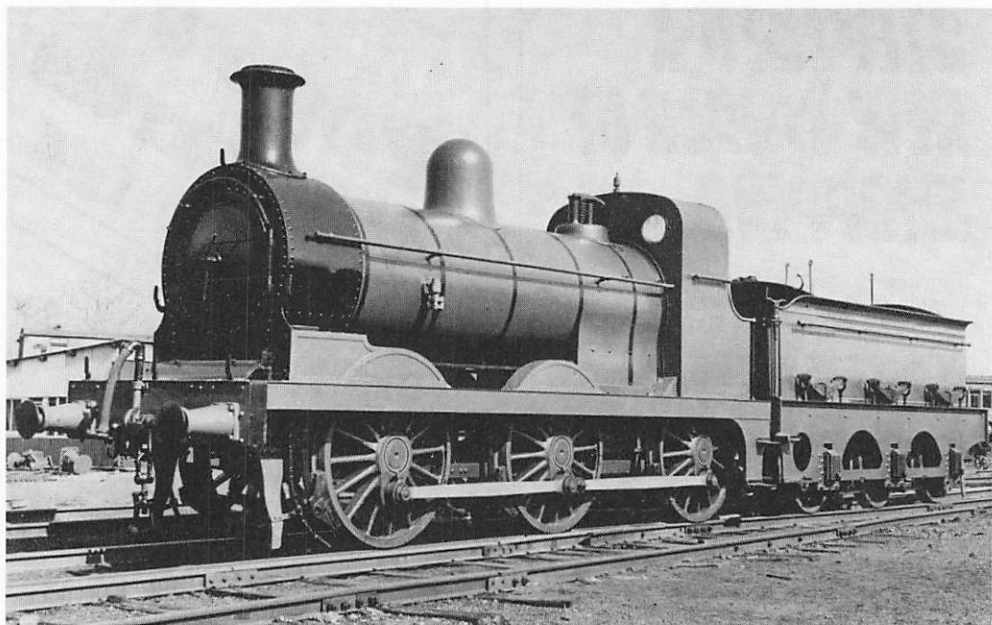
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# The Curious Affair of the East Kent Terrier



*No. 6 at Shepherdswell in unrebuilt form. Note squat chimney originally fitted for use on the Canterbury & Whitstable branch.*  
[Tenterden Railway Co.]



*No. 6 newly rebuilt circa October 1932 looking immaculate at Shepherdswell. Note tall chimney, boiler dome and retained Stirling round-topped cab.*  
[Tenterden Railway Co.]



*"But the East Kent never owned a Terrier!"*  
*"Precisely, Watson. That is the curious feature of this case."*  
*"Extraordinary, Holmes!"*

There is no record of the great detective ever directing his powers to the locomotive history of the Colonel Stephens railways, but, had he done so, this case would have taxed him to the limit. Lacking his deductive abilities, I can only present the facts as they are recorded in the minute books of the E.K.L.R. in the hope that some reader may be able to suggest an explanation.

Having succeeded Colonel Stephens, W.H. Austen faced the task of disposing (preferably without financial loss) of various items of equipment that the Colonel had acquired or kept in the hope that they would come in useful one day. It was in keeping with this new spirit of economic realism that the directors minuted on 21 January 1932:-

Sale of Terrier boiler: "The Acting Assistant Manager reported that this boiler, which cost £218 in 1926, was not likely to be of use to this Company, but he thought he could sell it at about the same price which it cost. Authority was given to sell the boiler on these terms."

One's first reaction is to turn to the board minutes for 1926 to seek an explanation of this apparently bizarre purchase. Unfortunately, it coincided with one of the East Kent's periodic financial crises - it was saved from defaulting on interest payments on its Debentures only by the last-minute intervention of the Southern Railway - so that the directors had more urgent topics for discussion than boilers. Could the purchase have been connected with the East Kent's use of the K. & E.S.R. 2-4-0T

"Northiam"? Perhaps the E.K.L.R. intended to acquire a Terrier (from the K. & E.S.R. or elsewhere) as a replacement or had agreed to provide a new boiler for the K. & E.S.R. in repayment for the loan. And where did the boiler come from? The most likely source is of course the Southern Railway but there are other possibilities besides. For example, Terrier No. 637 was sold to the Naval dockyard at Rosyth in 1918 only to be disposed of for scrap in 1921. £218 seems rather cheap for a serviceable boiler; in 1920, new ones (admittedly superheated) cost the L.B.S.C.R. £1,195 each.

Be this as it may, W.H. Austen was evidently able to negotiate a suitable deal with the Southern Railway, the East Kent's rich uncle, and on 21 July 1932 the directors were able to approve the transfer of the Terrier boiler in part-exchange for an 0 class 0-6-0 boiler. The East Kent had several of these Stirling-designed goods engines at various times and the new boiler probably went to rebuild E.K.L.R. No. 6, which was built by Sharp Stewart in 1891 as S.E.R. No. 372 and acquired by the E.K.L.R. in June 1923. It was despatched to Ashford Works on 18 August 1932 and returned with a new boiler on 26 October 1932. The boiler was in fact one of the domed Wainwright type used for the 01 class but, unlike all the 0 class locos rebuilt by the S.E.C.R., No. 6 retained its Stirling round-topped cab and was therefore a unique hybrid. Despite this economy the work is said to have cost £1,500. No. 6 continued to run until February 1949 when it was withdrawn under the auspices of British Railways, the last reminder of this strange episode in East Kent Light Railway history.

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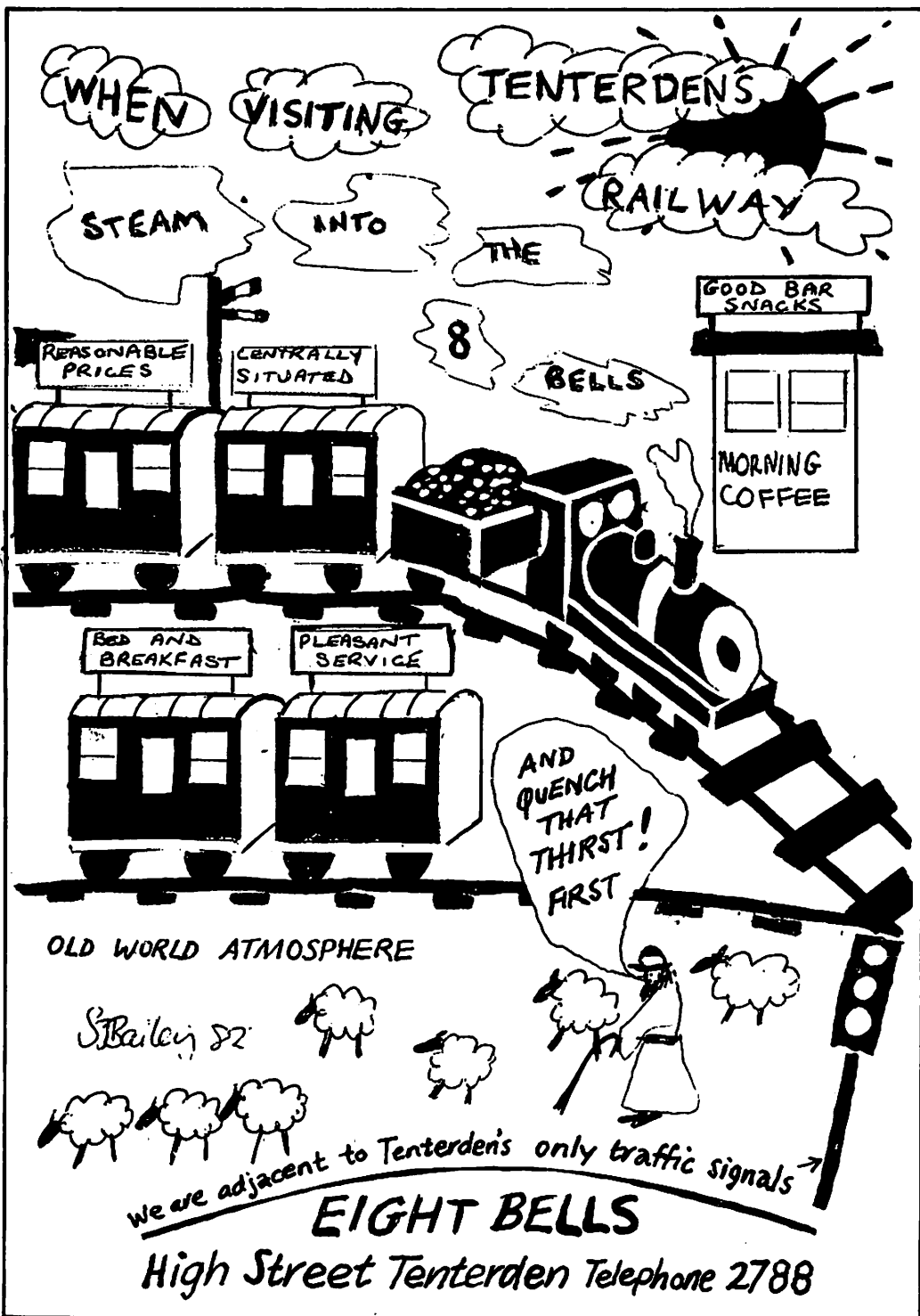
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