



# The Tenterden Terrier



Number 38

Winter 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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*Sidney Coney*

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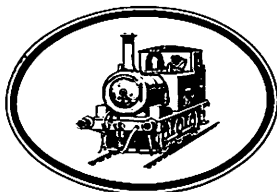
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# The Tenterden Terrier



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## Editorial

### Jam today, but what about tomorrow?

John Miller in his final year as Chairman leaves the company in good fettle; a healthy surplus financially in 1984 and passenger numbers rising sharply as the combination of improved marketing and a better product take effect. As far as 1985 is concerned, a plus factor has been the very poor summer which kept holidaymakers away from the beaches but new ideas such as the family ticket and a specially tailored educational package for schoolchildren undoubtedly proved their worth. The Chairman's report for 1984 does, however, end on a cautionary note; some departments are well behind target with maintenance and planned programmes, which is apparently more a reflection of lack of volunteer manpower resources than financial considerations. In the short term, expenditure can be deferred without any obvious or immediate impact on running trains, in the longer term it could mean that we shall not be able to meet the demand for these services.

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### FRONT COVER

*Austerity in Camouflage*  
*The 13.00 hrs. Military freight, ex Rolvenden,*  
*storms up Tenterden Bank on Saturday, 15th June*  
*1985 [Brian Stephenson]*

# Lineside News

Compiled by Paul Sutton

*Elsewhere in these notes is an account of a start being made on the erection of the catering building, albeit the intended museum with a temporary change of use. Such a project would have been unthinkable twelve months ago when we were hearing of the large loss in the 1983 accounts, and severe belt tightening then became the order of the day. However the Balance Sheet for 1984 makes much better reading and there are happy smiles all round regarding this year's figures to date. None of this good news could have been achieved without the active membership playing its part to the full, in what ever capacity. A small measure of self congratulation can surely be permitted?*

## Locomotives

All the locomotives used during the August daily running have performed reasonably well. No. 23 is being kept as spare engine pending remetalling of the slipper blocks and attention to the pistons and valves. No. 24 is serviceable, although it now needs a new smokebox door as the old one is particularly thin and Paul Hatcher will be replacing it in the near future. No. 25 requires a new smokebox front, which will be replaced in time for it to run the Santa Specials. No. 10, "Sutton" is still troubled with problems on the Westinghouse pump, although Martin Weeks is managing to deal with any unforeseen difficulties as they occur. Remedial work on the valve spindles will be necessary soon to rectify poor welding done by a contractor during the locomotive's rebuild. No. 32670 is still running well, but like all the other engines is suffering from priming problems at the moment. There has been little progress on No. 22, although new valve and piston rings have recently been fitted.

"Marcia's" owner, Dick Beckett, has fabricated a second side tank for his locomotive thus bringing its restoration nearer to completion. Len Newton has made a start on rebuilding a new tender tank for the Norwegian, No 19. Norman Paine and his team are looking at No. 19's boiler - early reports are that its general condition is very good. However, new superheater elements will be required and much work will also need to be done to the frames, valve gear and motion. The P class boiler still needs a little more attention but once completed, Paul Hatcher will be carrying out a retube. Work on this engine's motion proceeds slowly and steadily; the slide bars are now in place with work on the crossheads due to be completed soon. No 26 "Linda" now has a completely refurbished boiler. The smokebox and ash pan are shortly to

be added to complete the ensemble. Bob Forsythe is currently setting up the re-machined slide bars on this locomotive. Thanks must go to Richard Crumpling for installing a second air compressor thus improving our air supply considerably.

Diesels - the major overhaul of the "Drewry" No. 47, proceeds; the refurbished gear box has been reunited with the final drive in the frames, the radiator has been cleaned and fitted and many other parts degreased and primed. The other Drewry continues to run reasonably well. Our 0-4-0 diesel/hydraulic shunter has been repainted by Rob White and Nick Wellington - it looks very good in its new green livery, which is a far better advert for the railway than the rust streaks were. Finally, as soon as some re-wiring has been completed, it will be back in service; is it still for sale?

## Carriage and Wagon

Mark I B.S.O. No. 73 occupied the workshop for a couple of weeks in June for attention to the body and the fitting of a new door pillar at the passenger end. The Lancashire & Yorkshire box van is currently receiving a new roof canvas and will be repainted in the correct shade of L&Y grey, after which it will be used for storage purposes. Daily maintenance and essential checks on passenger stock and wagons have been carried out during the busy running season. Work on the loft in the carriage shed has now been completed and it is being fitted out with racks and cupboards; sorting out all the bolts and fittings has been a time-consuming task. The mess room is in operation and there is now plenty of hot water, cooking facilities and comfortable area to sit and eat, enlivened by an unusual colour scheme. Externally, the shed is finished with the completion of the arch and weatherboarding at the Rolvenden end. After the installation of various items of machinery, work on the Maunsell B.S.O. No. 54 will be expedited and attention will be turned to repairing and repainting the Mark I coaches which bear the brunt of the traffic.

Finally, as reported in detail elsewhere in this issue, we were fortunate earlier this year in obtaining the three former blue saloons from the Longmoor Military Railway. These priceless items arrived on the line over two days at the end of July, having been stored in a state of increasing neglect on the Severn Valley Railway since 1969.



*The chassis from No. 19's tender parked outside the west end of the shed at Rolvenden, 15th September 1985.*

*[Paul Sutton]*

### **Building**

The clearance department has extended the recently-built second face of Tenderden platform as far as the charging hut, so it will be a while yet before the whole area can be given its final coating of tarmacadam. Efforts have been directed at finishing of work in connection with the carriage & wagon shed. The water supply was connected up in August and the exterior of the southern end of the building was completed in November, final jobs being some glazing of the metal windows, formerly in Rye Goods Shed and the installation of the remaining pieces of weatherboard cladding. The guttering may be installed by an outside contractor.

### **Catering**

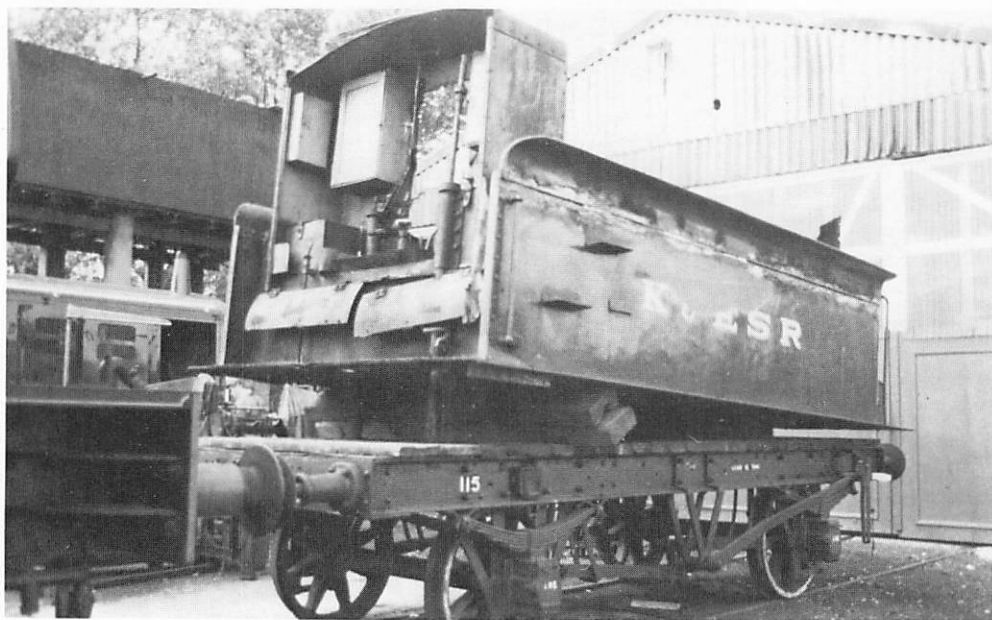
1985 has been another very successful year. The record number of visitors to the railway was matched by the demand for food and drinks; so much so that by mid-September income for the season had exceeded that for the whole of 1984 by more than £1,000! The number of volunteers helping at the various catering outlets was excellent and many thanks to all who gave up their time, especially to those who came during the daily running period. With Santa Specials now fast approaching, extra efforts and more volunteers will again be required. The pre-booked lunch, tea and birthday boxes in their first season, have proved a great success with over 300 being sold so far. Everyone is looking forward to moving into the "new" catering

building at the beginning of next season; details of which are reported elsewhere.

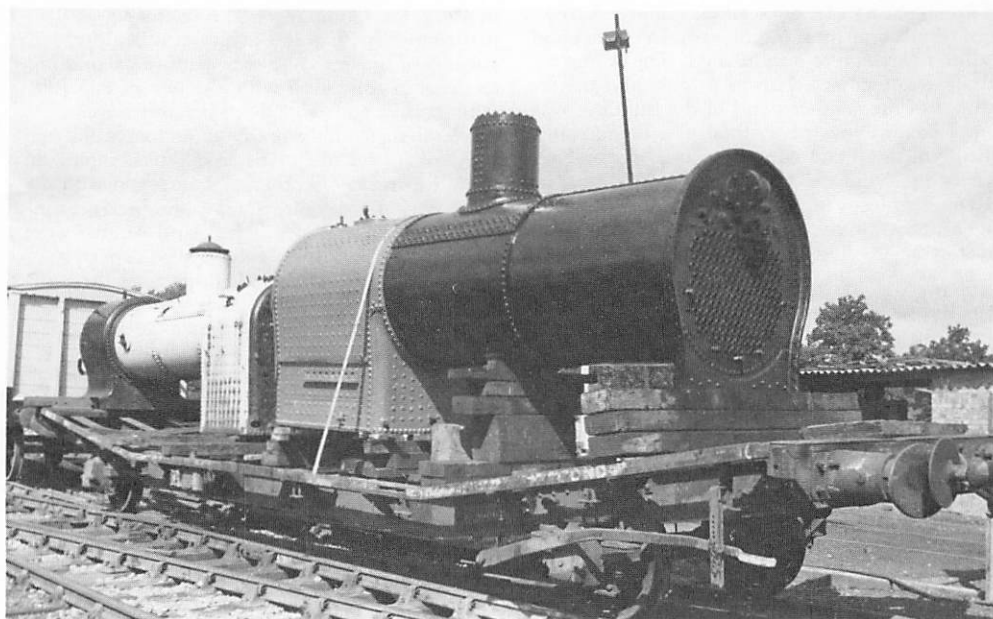
### **Commercial**

Following the rather uninspiring trading results in 1983, the Company had a complete turnaround in 1984 and achieved a healthy surplus of income over expenditure amounting to £22,476 compared with a deficit of £25,790. After a slow start to 1985, numbers have accelerated steadily since May and as at the end of August, we had carried 33,800 passengers, an overall increase of some 9% compared with the same period last year; notably the increases in the individual months of July and August were 29% and 26% respectively. These superb figures must be attributed, in part, to the appalling, unseasonal weather which forced holiday makers off the beaches to seek "bad weather entertainment", but mainly the increase appears to be due to an "improved product", better publicity and special offers in the press and excellent media coverage generally by our marketing team headed by Mark Toynbee.

The extra passengers have brought about higher sales in Colonel Stephens' Railway Shop, where our early figures were showing a shortfall on last year; by the end of August takings were some 15% up on the year with a phenomenal increase of 40% in that month. Thanks are due to the numerous volunteers who helped out during our busiest period ever in the shop. Our educational



*The old tender body from No. 19 perched atop wagon No. 115 at Rolvenden, 15th September 1985*  
 [Paul Sutton]



*The refurbished boiler from No. 26 Linda stored on the Weltrol with that from the P class still requiring a little more work, in the background, 15th September 1985*  
 [Paul Sutton]



study day programme in June/July saw a significant number of children and teachers attending and the "package" of classroom talks, guided tours and train rides was a resounding success; hopefully, we will experience an increase in these services next year now that we have the 'formula' right.

The Wealden Pullman service has been an outstanding success once again, with every train fully booked including the Hogmany Special to be run on 31st December. Several extra luncheon charter pullmans have been run this season, notably those for Butlin's staff from Cliftonville, Blackhawk Automotive Ltd and B & W Reprographics; some of these have been sandwiched between normal services during the day. It was an interesting spectacle for our ordinary visitors arriving at Wittersham Road station, suddenly to see a train going in the opposite direction with people dining in Pullman cars being waited upon by liveried attendants; some very surprised faces have been noted! Normally, of course, our daytime passengers never see the Pullman in action and it is usually stabled in the siding being virtualised for the following weekend. One area which is still showing a slight decline on last year is filming. In spite of our new leaflets, we have not had so many enquiries this season, although some contracts have been secured. However, there are still four months to go at the time of writing and we are hopeful of achieving our target.

## Marketing

The great improvements made to the facilities and attractions we offer to visitors in recent years is paying dividends. Variety in motive power, modern toilets, easier car parking, higher standards of catering, free route maps, and information boards around Tenterden Station have all helped to enhance the enjoyment of a visit and these points are frequently commented upon by our passengers and representatives from other railways.

Aggressive marketing throughout the summer months saw passenger carryings rise by 21% in July and 26% in August over last year. The poor weather no doubt helped drive people off the beaches but the upward trend continued well into September after the main holiday season ended. It is confidently predicted that 1985 will be our best year ever. Special promotions and advertising features were run in a number of selected local newspapers including *Kent Messenger*, *Kentish Express*, *Kentish Gazette*,

*Folkestone Herald*, *Dover Express*, *Good Morning Sunday* and *Hastings Observer*. The response was tremendous and allowed us to penetrate the holiday areas in the locality at minimal cost, relying on whole page editorial features, competitions and limited advertising to spread the message.

Despite the adverse effects of industrial action, the number of little people in school party visits totalled over 3,200. The new classroom facilities were very well received and many appreciative letters of thanks were sent by schools after their trip. The groups were met at the gate by one of six members who had volunteered to act as guides and interpreters and were taken on a tour of the Station area, starting with the track layout near the forecourt. Pullman car "Theodora" was next on the list, followed by the yard crane. The simple signalling system by the classroom received some fascinated attention, before the children trooped inside for a 10-15 minute talk on railways in general and the K. & E.S.R. in particular. By this time their train was waiting in the platform, ready for the 50 minute journey. On their return, many parties found time to visit the signal box before boarding their coaches.

The Santa Special bookings opened on August 1st with publicity material available well in advance. Reservations are looking good at this early stage with a number of large coach parties booked in. Promotional features will be run in the *Adscene* Newspaper Group throughout Kent and in the *Croydon Advertiser*.

The successes of 1985 speak for themselves and attention has now turned to 1986. The new timetable sees some expansion in operating days and in the number of trains run. The season starts on Good Friday 28th March. The successful two train service will run on Sundays in June as well as July and August. The period of daily running will include the first week of September for the first time, and a School's Week will be held in early October to complement our educational services throughout June and July.

A number of events have been arranged to provide additional attractions. We will repeat the popular Ladies Days on 4th and 5th May. The 25th Anniversary of Closure and the start of preservation will be celebrated on 14th and 15th June. 'Steaming Home' is the name of our main event on 19th and 20th July which will be in the same vein as Steam to Victory but with a different theme. 'September Steam-Up' on 13th and 14th September will see every loco in steam

and perhaps a surprise visitor and another Poppy Appeal Day will take place on November 2nd.

The new timetable will be ready in November, 3 months earlier than previously, and a major effort is to be made to increase the level of coach traffic, an area of business which has been somewhat lacking up to now.

Tim Stanger has joined the Marketing Committee with special responsibilities for Membership and Displays. There are some exciting new ideas for membership in the pipeline to boost our following, especially amongst young people. We aim to make our display material as used at trade shows, fetes and in shop windows much more professional and eye-catching.

### **Museum and Archives**

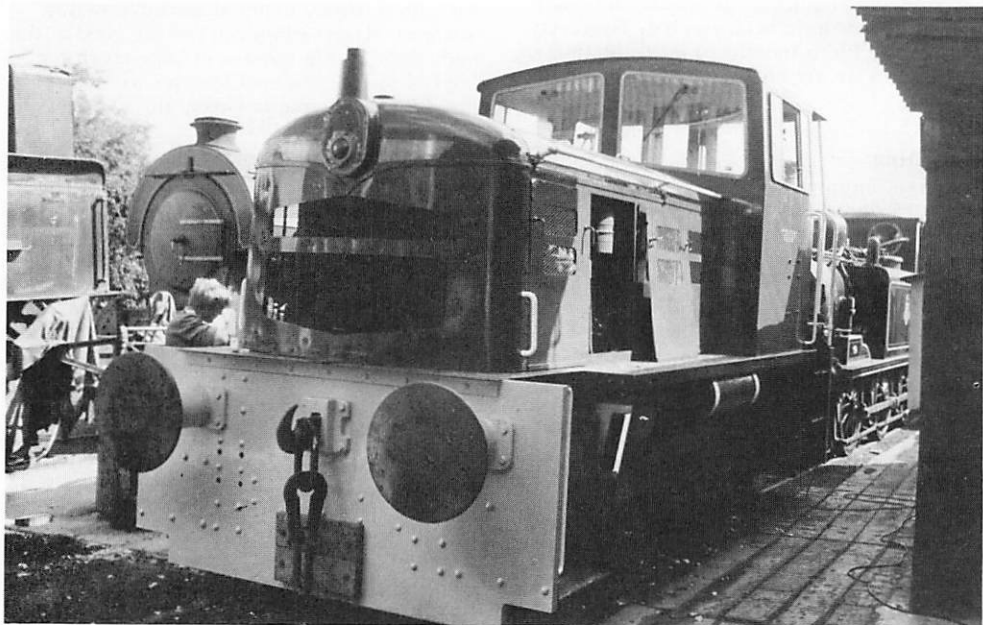
The second Pullman relics exhibition held in Tenterden Museum between July 20th and August 26th was a great success; no figures are available at the time of writing, but rumour has it that the number of visitors during August was double that of last year.

Recently, the collection of 5 silver and 1 brass watch chain passes that belonged to Col.

Stephens was taken in to Whites the Jewellers of Tenterden. They had all their chains cleaned and the enamel passes repaired as necessary; now looking resplendent, they are all back on display in the Museum.

### **People**

John Miller, a director since 1980 and Chairman for the last two years, retired at the A.G.M. in October. His professionalism, dedication and wise counsel will be sorely missed. It is perhaps not always appreciated how time consuming the Chairman's job is on our Railway; in addition to the front-line role of chairing meetings, attending functions and co-ordinating the efforts of many departments, the chairman has traditionally shouldered the responsibility for many of the day to day problems of running the K. & E.S.R. For somebody who is also engaged in full time employment, it has meant little or no spare time for anything else. John will continue to support the railway in a number of ways, not the least of which will be in connection with the archives and museum, which have always been his first love. His successor, who had not been appointed at the time of writing, will have a difficult task to emulate his success.



*The newly repainted Fowler diesel alongside the water tower at Rolvenden receiving attention to its wiring, 15th September 1985*

*[Paul Sutton]*

Raymond Williams was appointed Company Secretary in October following the resignation of John Jeffries, who also did not seek re-election as a Director. Many thanks to John for the countless hours put in to this post during the last two years. It is nearly always "background" work, which does not attract the same sort of attention associated with the outshopping of restored locomotives and rolling stock, though equally important to the Railway's success.

Raymond lives and works in Charing where he is Headmaster of the local primary school, and is looking forward to his retirement next year when he should be able to devote the odd extra hour or two to railway business!

### **Resurrection of *The Rooter***

Following the obituary notice which appeared in the Summer 1985 issue of *The Tenterden Terrier*, it has been found possible to breathe new life into *The Rooter* under the editorship of Hugh Nightingale, who offered his services at the eleventh hour, just as the screws were about to be tightened on the lid.

### **Signals and Telegraph**

The main activity of the department recently has been maintenance of the existing signalling system. This has involved painting the rest of the signal posts at Tenterden and Wittersham Road in white and black. New arms have been made for the latter so that the existing ones can be removed for maintenance. Bill McNair and Ian Legg, with assistance from Paul Vidler, have been continuing the restoration of the Stevens frame required at Rolvenden. A number of volunteers recently visited the British Rail Signal & Telegraph scrap pile at Three Bridges and came away with a quantity of useful fittings. The same day saw the collection of a number of ladders from the old carriage sidings at Coulsdon North. These are similar to signal ladders and should provide an adequate stock for future needs. Thanks to Kevin and Sue Jarvis for their assistance with transport.

A single lever ground frame was installed with a shunt signal at Tenterden in the car park next to the study centre. This is to demonstrate to our young visitors the rudiments of signalling. The overhead wire route is at present being upgraded by Chris Lowrey so the telephone system can be improved with new exchanges at Tenterden, Rolvenden and Northiam. These will augment the line capacity between exchanges and increase the number of entries

available. Neil Edwards is at the moment restoring one of the pairs of tablet instruments we own, in readiness for the Rolvenden Signalling scheme. Plans for this are well advanced and will be based on B.R.(SR) and S.R. practise C.1950s with lattice, rail built and the odd tubular, posts.

### **Stations**

As our business grows so we discover new problems. Rubbish you say! Yes, that was just one problem that arose in recent weeks. A 26% increase in visitors throughout August led to a huge upsurge in the volume of rubbish collected. An unsightly mountain of refuse was piled in the yard each week awaiting collection which was both unhygienic and unattractive. After discussions with Ashford Borough Council a solution has been found. An enormous "Paladin" dustbin on castors has been installed at the far end of the yard.

At Tenterden, some repainting has been undertaken to the front of the station which, because it sees more hours of sun than the platform side, has a tendency to weather badly. The concrete lamp posts, cast at Rolvenden in the 1930s, are being repainted in a light brown 'stone' coloured sandtex with black bases and look much less stark than when they were white. This is the old K. & E.S.R. livery for water towers and looks equally good on lamp posts. The Tenterden tower will receive similar treatment next year.

The Summers and Coombs families have tended the flower beds, tubs and hanging baskets which have blossomed throughout the summer. Paul Gray kindly supplied a quantity of dahlia plants and John Penighetti provided more than 150 petunias, all of which have made a very welcome splash of colour around the site. If you are thinning out your flower beds this autumn, we would welcome any flowering plants for the stations. Please leave them for Mark Toynbee's attention at Tenterden. Much repainting has been done at Rolvenden by Station Agents Andre Freeman and Roland Meek. The flower tubs and beds have been tended by the Pearsons and have looked most attractive.

The Wittersham Road team, Gerald Beck, Robin Levett and Jill Edwards have been wielding paint brushes and tending flower beds, keeping the place looking spic and span. Some internal alterations are to be made to Wittersham Road Booking Office in the coming weeks to provide a larger waiting area for



*Into the daylight after seven years in store, parts of the bus station office are carried out to the waiting transport, 29th June, 1985* [John Liddell]

passengers. Gas lighting is to be installed in the building and the signal box during the winter.

### **Tenterden Site Development**

The spring 1983 edition of *The Tenterden Terrier* contained an article outlining the plans for the improvements to visitor facilities at Tenterden.

The toilet block was completed at the end of that year and since then thoughts and plans have been directed towards constructing a purpose-built catering facility. Although finances do not at present permit this, the very good figures for the first three quarters of this year have allowed us to proceed with an alternative temporary solution. This involves the re-erection of the old Maidstone Bus Station Office on its planned permanent site, where it will act as a catering building until sufficient funds and grants have been obtained to put up the intended structure. Subsequently the building will revert to its role as Phase I of the museum.

Work started in October when a small contract was let to have the foundations and oversite completed professionally. Volunteers will then erect the timber frame which has already been laid out into its correct position by the clearance department. One pair of doors will be moved from the rear to the front to become the main entrance to suit our requirements better. Despite several years in store, the structure is in good order apart from a corner post requiring

replacement because it sustained some damage from a bus during its time with Maidstone & District. When the frame is up, the roof will be felted, battened and tiled by a contractor, with volunteers again moving in to complete the angled pattern brick infill on the lower half and rendering over blockwork at the top. As soon as the building has been made weathertight (target date early December) attention will be given to the interior design and layout. All partitions and fittings will be demountable so that it can be altered easily when the time comes for conversion to the museum building. It is intended to have catering services functioning before the peak Summer season commences.

We are very grateful to members Gary Tollerfield and Peter Blackham who, as qualified Quantity Surveyor and Civil Engineer respectively, have been responsible for the costings and foundation design and also to David Barham who has kindly allowed us to store the dismantled building in one of his barns for the last 7 years.

Further work to improve the Tenterden facilities was carried out by the Clearance Department when a single width concrete sleeper roadway was laid into the main parking area. This was completed in time for the Steam to Victory weekend when the heavy military vehicles consolidated it.



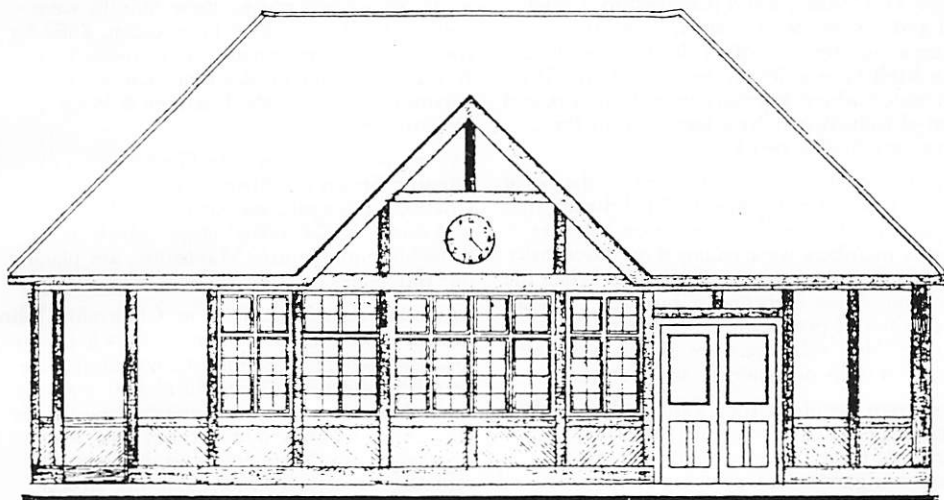


*Bus station office laid out prior to erection in Tenterden Yard, 15th September 1985* [Paul Sutton]

#### **Area Group News**

**Ashford.** Once again the most important event of the Summer was the staffing, with the Maidstone Area Group, of the Railway's sales and publicity stand at the Kent County Show. As well as pump trolley rides and a 7¼" gauge miniature railway, which were well patronised,

and photographic display attracted a great deal of interest. The two areas again joined forces to visit the Sittingbourne & Kemsley Railway and the Barge Museum in June. The Group's stand selling pictures and posters at the Steam to Victory event raised £61. The £100 profit made earlier in the year was donated to the



*A sketch of the bus station office with modifications as it should appear on its new site.* [John Miller]

Locomotive Trust towards the restoration of the newly arrived ex S.E. & C.R. family saloon, a most appropriate contribution since the coach had been built at Ashford works.

The first meeting of the Autumn season in September was a film evening, the highlight of which was footage of the old Ashford Railway Works about 30 years ago when steam in this part of the South East still reigned supreme, and which included sequences of the forge and machine shop producing coupling rods. The film, 16 mm black and white, had been taken by an Ashford resident and recently discovered by a group member. Meetings are held on the third Wednesday of the month at 7.30 p.m. in the B.R. Social Club, Beaver Road, Ashford and everyone is welcome to come along.

**Croydon and Sutton** After the Summer break, area group meetings resumed at the Ship on 24th September with Andrew Webb's talk 'Early days of K. & E.S.R. Preservation'. A well attended meeting had a look at some of the work by many founder members. The remainder of the year's programme will be equally interesting with subjects as near as the Bluebell Railway and as far away as Java.

The Area Group's "brick wall" display is in demand and has been on view at the Anglia Building Society, Purley and Shirley library and has been asked for by Purley library and an estate agents in Banstead. The basis of the display is a folding stand disguised as a brick wall and covered with posters, maps and pictures, and because of its clever construction lends itself to assembly in most locations. It is augmented where appropriate with models and items of railwayana. New locations for the display are always being sought.

Regrettably the number of workers on the Great Eastern 6 wheel coach has declined during the summer months, in many instances this was because members were engaged on other tasks involved with the running of services. When the operating season ends on 1st January, perhaps the number of people on this project will increase. New volunteers are always welcome; no special skills or expertise are necessary.

Area group members John Pritchard and Allan Sinclair spent a wet September afternoon recovering three platform seats from an overgrown garden in Croydon. These have been presented to the railway by Mrs. Jenny Trent and after restoration will probably be located at Northiam or Bodiam when these stations open to traffic.

K. & E.S.R. members living in London who have no area group of their own are more than welcome at Croydon & Sutton meetings, which are held at The Ship public house, High Street, Croydon. The location was deliberately chosen because of its proximity to excellent public transport connections at East Croydon railway station and West Croydon bus station.

Meetings are held on the last Tuesday of every month at 7.30 p.m. - a small contribution is requested to cover the cost of hiring the room. Details of meetings and projects can be obtained from the Secretary, Allan Sinclair on 01-777-8025.

**Maidstone.** 1985 was the eighth consecutive year that the Maidstone and Ashford area groups have represented the Railway at the Kent County Show. Undoubtedly the fine weather helped in record takings of £402 on the sales stand and £85 on pump trolley rides, but John Liddell's caravan and awning provided an attractive focal point for visitors. Group funds received £120 and 90% of the pump trolley receipts went to the Bus Station re-erection project, the remaining 10% to the trolley maintenance fund. Wastepaper receipts for August/September totalled £497 - an enormous quantity of paper despite the lack of the promised steps up to the box van at Tenterden Town Station. Pressure of work in the Carriage & Wagon department has delayed their fabrication, but they will arrive soon. Donations to group projects during these months were:- £500 to the Locomotive Trust coach, £862 for the bus station re-erection, £247 towards the B.T.H. diesel loco restoration, £58 for a vacuum cleaner for the Carriage & Wagon Department.

On the publicity front, the Group hopes to attend a Steam Enthusiasts' weekend at Chatham Dockyard on November 23rd/24th and Boots the Chemists' large branch in the Stoneborough Centre, Maidstone, are placing our timetables on their railway book shelves.

At the last committee meeting, Chairman, John Liddell reported that he had sold his house at Bearsted, where all committee meetings have been held since the Group formed 10 years ago. As he hopes to move to Tenterden shortly, he announced his resignation from office; a new Chairman will be appointed at the next committee meeting. Once again the Group offers a warm welcome to members and non-members at its monthly meetings at the Kimberly-Clark Social Club in Tonbridge Road, Maidstone, on the last Wednesday of

each month, commencing at 7.30 p.m.

*I am sorry to relate that Jack Fox who has been Publicity Officer for the Maidstone Area Group for 8 years, and who has just celebrated his 77th birthday, has resigned from this post. I should like to thank him for always submitting most informative and interesting reports for The Tenterden Terrier over this period, and wish him well in his retirement!*

**P.S.**

**Sussex.** During the Summer months, the Group has taken information and sales stands to events at Bodiam Castle, the Steam to Victory weekend and to the Hellingly Festival of Transport where we had a very enjoyable and profitable weekend. All monies raised have been ploughed back into Northiam Station. Unfortunately the "Summer" weather seriously hampered weekend working parties, restricting activities to general tidying up. Hopefully lost time can now be recovered and the repainting of the roof and building progressed quickly. The former, particularly, is in need of urgent attention as it has not been touched for several years and the quick coat of paint which was applied to the rest of the station at the end of last year served only to make it

waterproof. The Group's manpower resources will be fully employed on the first weekend in December when we will be attending two events in Eastbourne; a model railway exhibition and a model fair.

The Group's Autumn programme of meetings has commenced at Westham, and features a wide variety of subjects from local lines to continental railways.

**Thameside.** On 13th July, the group made two trips into the suburbs of London to collect the waiting room from Eltham Well Hall. This ex S.E.R. Station, which opened on 1st May 1895, was on the Bexley Heath Line, the stamping ground until the early 1970s of the Bulleid double deck e.m.u. sets; closure took place on 16th March 1985. The building has been put into store at Northiam until required. Bodiam Station was opened again over the August bank holiday weekend. Books, souvenirs and refreshments were on sale, as well as pump trolley rides, and resulted in over £200 being taken. Painting of the Rother Bridge started on 7th September - it had been scheduled to start much earlier in the Summer, but was delayed by the adverse weather conditions.



*The K. & E.S.R. stand at the Kent County Show, Maidstone, 12th July 1985*

*[John Liddell]*

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# STEAM TO VICTORY

Or Dad's Army (Lorry) Steams In

Paul Sutton describes the major special event at Tenterden during 1985

"Steam to Victory" 15th & 16th June - See the Railway as in Wartime" proclaimed the posters and handbills . . . . .

And so it was, with many of our older visitors during the two days recalling memories of some 40-45 years ago. One lady told John Miller how the sight of the U.S. Army vehicles in their olive

drab colour scheme and white stars going to and from the arena reminded her of times as a young girl when she lived in Suffolk and saw many such vehicles going to and from the air bases that covered East Anglia in 1943/44.

The weekend was organised jointly by the Railway and the Invicta Military Vehicle



*Loco crew inspection!*

*Fireman Mark Stutchbury, visiting driver W01 George Andrews (from 275 Rly. Sqn. RCT., T.A.) and K. & E.S.R. driver Brian Heyes. "Col." Mark Yonge in the background. [Brian Stephenson]*

Preservation Society, followed the two successful military spectaculars held by the latter at Tenterden in 1982 and 1983.

The station was indeed transformed, with all windows covered in anti-blast tape and the entrance sandbagged. Posters exhorted everyone to "keep mum" and observe the blackout regulations. Meanwhile No. 23, which had been repainted in camouflage by volunteers during the previous fortnight, busily made up its train of Military vehicles loaded by the Taylor Hubbard steam crane, using special slings which had been kindly loaned to the I.M.P.S. by the Sheerness Port Authorities. On both days, No. 23 steaming up the bank with this military special was an impressive sight and it was the first time for many years that so many

World War II vehicles had been seen together on one train. "Austerities" 24 and 25 with the Terriers, busied themselves with the passenger traffic.

I.M.P.S. had arranged for Winston Churchill and General Montgomery to visit the troops – and as they arrived by train several delightful cameos were recorded as they inspected Guards of Honour, vehicles being loaded and toured the site in a jeep. The other well known face seen during the weekend was Clive Dunn of Dad's Army fame. He arrived complete with denims and forage cap and totally entered into the spirit of the event, popping up all over the site, signing autographs (proceeds to the railway) wandering around with "Winston" and "Monty" and talking to visitors at every



*Lee Dilley, alias Winston Spencer Churchill, accompanied by Clive Dunn, alias L/Cpl. Jones  
[Jim Berryman]*



*"Winston" and "Monty" emerge from Tenterden Station, 16th June, 1985*

[Brian Stephenson]



*A mixture of some 20 British, Canadian and American vehicles at the top end of the fields. The three in the foreground are a 2½ ton 6 × 6 G.M.C. truck, a Chevrolet 20 cwt 4 × 4 with 2 pdr gun and a G.M.C. 6 × 6 DUKW amphibian.*

[Brian Stephenson]



opportunity. He admitted to being totally exhausted by Sunday evening.

Meanwhile out on the other side of the line some 140 ex Military vehicles were taking part in various parades for judging as well as trying out the slopes on the fields. An award for endeavour should have gone to a gentleman with an amphibious jeep who drove it all the way from Luxembourg.

The sun shone, (both days!), the beer tent did good business, and the Fort Newhaven "Sussex Regiment" Drill Squad under the eagle eye of their fearsome C.S.M. entertained the crowds with some first class square bashing. (I wonder, is the B.D. still itchy?) While he rested his lungs and they rested their legs, musical

entertainment was provided by Cranbrook Town Band and the Tuxedo Junction Swing Kings in the Station area, with further musical entertainment in the fields being provided by Brighton Sea Cadet Band.

Special attention must be made of the local W.R.V.S. who set up their Food Flying Squad in the station yard, complete with vintage equipment and authentic uniforms, plus of course, wartime recipes.

Many thanks to the joint committee who organised a first class weekend and to all those involved on the day - we gather another show, albeit with a different theme, is being talked about for next year.



*Colin Brooks's Universal Carrier positioned on a flat wagon by the Taylor Hubbard steam crane, 16th June, 1985*  
[Brian Stephenson]

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# Collecting Perfection

During this summer, the Railway successfully mounted its second exhibition of Pullman memorabilia at the Tenterden & District Museum. Doug Lindsay, who collected most of the items on display, describes how it came about.

*Collecting railwayana is no new hobby to the writer, who began some thirty years ago with brass K. & E.S.R. gate warning notices obtained whilst he was acting as 'tea boy' during the demolition of the Headcorn to Tenterden section of the line. Some 13 of these plates were removed as the train worked its way from St Michaels towards Headcorn and, rather stupidly, all were given away except one, which was to form the nucleus of a collection which has grown, over the years, to a total of several thousand items.*

\* \* \* \* \*

In the early years, I concentrated on general railway items such as enamel signs, handlamps,

cast iron notices, locomotive parts, paperwork and tickets – some of the latter coming from the vast hoard of material which kept the mice warm in the loft at Biddenden station until it became a dwelling. Some of the hardware was purchased from Pullman car 'Barbara', when she served her time as the Railway shop at Rolvenden in the late 1960's.

It was not until I became involved with our Wealden Pullman service in 1978, that my interest in Pullman matters started to gel and following a visit to Tenterden by former Pullman conductor, George Hubbard (see *The Tenterden Terrier* No. 23, pages 37 to 40) and a



*The Author attired in Pullman uniform, 18th August 1985*

*[Brian Stephenson]*



*A selection of Pullman Memorabilia on display at Tenterden Museum, 20th July, 1985*

[*Brian Stephenson*]

subsequent call to his home, the collecting 'bug' really began in earnest. George had a large number of relics – including papers and photographs – items which he had acquired during a lifetime of service with the Pullman Car Company and some of these he generously gave to me; the Pullman collection had started.

George Hubbard put me in touch with numerous ex-Pullman employees, many of whom were able to find memorabilia which they had saved over the years. The most cherished items during those early years were four Pullman table lamps from 'Perseus', a one time Golden Arrow car. These were used in 'Barbara' on the Wealden Pullman for several years, being transported to and from my former home at Maidstone for security reasons, whenever the Wealden Pullman ran.

Other early acquisitions were two original lapel badges, which I wear on my (also original) attendant's jacket when rostered on the Wealden Pullman. Recently, a commercial badge manufacturer borrowed one of these to produce replicas and these now form part of our standard Pullman uniform for all members of the waiting and bar staff. Over 8000 have now been produced for sale through Colonel

Stephens' Railway Shop, to other railways and even to the Venice-Simplon Orient Express.

Meanwhile, through the generosity of other former Pullman staff, notably ex-Company Managing Director, Frank Harding, other items have come my way including silverware, crockery, cutlery, further table lamps, photographs and some more uniform effects which complete our own authenticity. Additionally, several menus were obtained, which perhaps more than anything, tell the Pullman story and in this connection Julian Morel, former Company Catering Superintendent was most helpful (see *The Tenterden Terrier* No. 32, pages 18 to 23).

Over the years, Pullman items have been acquired from many sources, none so strange as the lady who wrote me to say that she had two Pullman antimacassas and would be willing to part with them for a donation to her donkey sanctuary! Other relics have been purchased from antique dealers, some at inflated prices, others quite cheaply due to the vendors not knowing of their particular history, whilst several items have been swapped with collectors.

In 1981, to commemorate the 150th anniversary

of the birth of George Mortimer Pullman, the founder of the Pullman Car Company, a special exhibition was mounted in the Tenterden & District Museum. This display consisting mainly of items from my collection, was formally opened by Mr Frank Harding and attracted a great deal of interest (see *The Tenterden Terrier* No. 26, pages 22 to 23 and 39 to 40). The exhibition was repeated this year, with the benefit of more exhibits and resulted in a number of new contacts with interests in Pullman matters. Hopefully, at some point in the future, we will be able to mount a permanent display at Tenterden, which will not only be an added attraction for our visitors, but also provide a lasting link between the Kent & East Sussex Railway and the old Pullman Car Company; for it was the K. & E.S.R. which pioneered the restoration of Pullman services on Britain's preserved railways, a move which has since been followed commercially by the Venice-Simplon Orient Express and more recently by British Rail themselves, with the re-introduction of Pullman services to Liverpool, Leeds and other destinations.

acquainted with many other collectors of Pullman relics ranging from the Gentleman, with a large collection of tableware, who insists on his wife serving his meals at home on Pullman crockery, to the owner of a complete composite Pullman car currently under restoration, who also has a large collection of small relics housed in an ex-G.N.R. coach body, which also serves as a garden workshop.

There are still many items which I would like to acquire to augment my own collection; these include a Pullman clock (most cars sported clocks until 1956) coffee and milk servers, ice tongs, a Pullman pass, a cruet set, headboards from named trains such as *The Kentish Belle* and *Tees-Tyne Pullman*, but perhaps most of all a table lamp from 'Cosmo Bonsor' the car which took its name from *The Chairman* of the South Eastern and Chatham Railway and in 1984 gave it to my son Cosmo.

Finally, I would like to express my thanks to all the contacts I have made during my Pullman collecting period for their help in locating many rare items; these have made the time spent worthwhile and the collection both comprehensive and interesting.

Over the last seven years I have become

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# GOODBYE LONGMOOR

The Officers' train comprising "Austerity" No. 196, Errol Lonsdale, and the three blue saloons near Whitehill with a Longmoor Downs to Bordon train on the last public open day before closure, 14th July 1969. The locomotive, formerly on the K. & E.S.R., is now preserved on the Mid-Hants line and the coaches have recently been moved to Tenterden.

Brian Stephenson



# From Sheffield to Kent and Sussex

## The Story of the Shefflex Railmotors

The association between the Colonel Stephens railways and petrol railmotors is well known. However, although the Ford units supplied by Edmonds of Thetford have been fairly well documented and most of the history of the experimental Wolseley-Siddley car has been unravelled, relatively little has been said in the *The Tenterden Terrier* about the two Shefflex sets operated by Stephens.

There is little mystery as to why Stephens bought his Ford sets. Ford was a reputable international manufacturer who could supply kits of parts, including the specially-adapted 'Supaphord' gearbox, to enable light petrol railmotors to be constructed to individual operators' requirements. Although Ford did not persist with the railway market, their railmotors achieved a modest success and could be found in a number of countries. Shefflex Motors Limited, on the other hand, were a small firm building rather dated lorries whose only experience of railway-related work appears to have been the two railmotor sets built for Stephens.

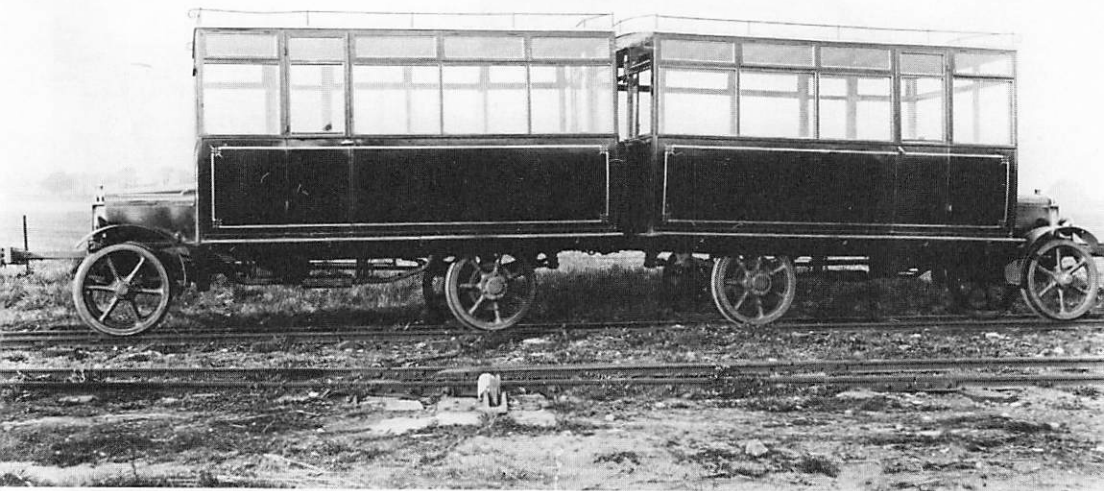
Shefflex had actually begun life as the Sheffield-Simplex luxury car builders. Their vehicles at one time were worthy rivals to Rolls Royce but during the First World War they had undertaken the building of 30 cwt and 2 ton lorries under sub-contract to the Commer Company. They continued to supply Commer after the War as well as returning to the luxury car market. Unfortunately, the bottom fell out of the commercial market, not through lack of demand but because of the ready availability of war surplus vehicles. In 1922 Commer cancelled their contract with Sheffield-Simplex which left the latter with a considerable stock of half-completed lorries and spare parts. Not wishing to taint their luxury cars with more humble associations, the firm coined the brand name 'Shefflex' for their lorries and sold a number to a local dealer, R. Johnstone, under this description. He had no difficulty re-selling these locally as they were half the price that Commer were currently charging for an almost identical model. Once he had sold off his original stock he proceeded to manufacture further examples from the spare parts held by Sheffield-Simplex until, with a decline in the luxury car market, he was able to buy out that concern's lorry interests and set up the firm of Shefflex Motors Limited. This company continued to build the same basic 30/40 cwt

truck until 1931 and it was this engine and chassis design that Stephens chose to use when the West Sussex Railway and the Kent & East Sussex required further railmotors in the late 1920s.

It is easy to guess why the Shefflex running units should have appealed to Stephens; in 1927 they were still £120 cheaper than Commer's model and easily competitive, in price at least, with anything on the market. What is less understandable is how Stephens ever became aware of the existence of Shefflex Motors. As befitted a firm which rarely produced more than one vehicle a fortnight, they did not advertise widely and, although they had an agency in London, most of their production was purchased locally in Yorkshire.

The mystery does not end there. Shefflex Motors still exists and has preserved its order book for the period concerned. The only entry that can be connected with Stephens concerns chassis numbers 2058 and 2059, credited neither to the West Sussex nor to the K. & E.S.R. but to the Shropshire & Montgomeryshire Railway in December 1927. It is almost certain that these made up the set which came to the West Sussex; no record exists of the S&M ever receiving a Shefflex set whereas the West Sussex obtained theirs early in 1928. It should be pointed out that the Selsey Line never owned the stock, it was paid for by Stephens and remained his property until inherited by his executors who continued to permit it to be run on the West Sussex, without payment, until closure in 1935.

The chassis used for the K. & E.S.R. set remains a mystery as there are no gaps in the chassis numbers recorded during this period and none of the purchasers recorded have any apparent connection with Stephens. Both the West Sussex and K. & E.S.R. units appear to have been based on the basic 11 foot 30/40 cwt model with an engine whose design was essentially unchanged from that first used in 1913. Both sets are also believed to have been fitted with bodies built by J.W. Fear of Sheffield who did most of the bodywork for Shefflex. Externally, the two sets differed considerably. The West Sussex vehicles had a box-like appearance not very different from that of the earlier Fords. The K. & E.S.R. unit, though, is reputed to have been fitted with bodies originally intended for Stafford buses,



*The West Sussex Railway set in lined livery at Selsey soon after delivery in 1928*

*[Tenterden Railway Company]*

which gave an altogether more substantial appearance, and a roof that projected beyond the body like a peak or visor. In one respect the history of the two sets is identical. In order to deliver them to the main line for transportation to their destinations on flat trucks, they were towed along the streets with each car suspended at the front and the rear wheels equipped with rubber tyres!

The West Sussex set seated 23 passengers in each car on padded seats with open wooden reversible backs. Its running costs, including fuel, insurance and maintenance, were estimated at 3.12d. per mile. It was supplied with a whistle that could be operated by its own exhaust but this must have proved inadequate as it was later fitted with an electric gong or bell. Certainly a reliable warning system was essential on the Selsey line, whose level crossings were ungated. One particular location, at Stocksbridge Road, was almost invisible to road traffic and was the scene of a number of accidents. In one of these, in which the Shefflex tangled with a Southdown bus, the rail vehicle was so badly damaged that it took a Shefflex fitter six weeks to effect the repairs.

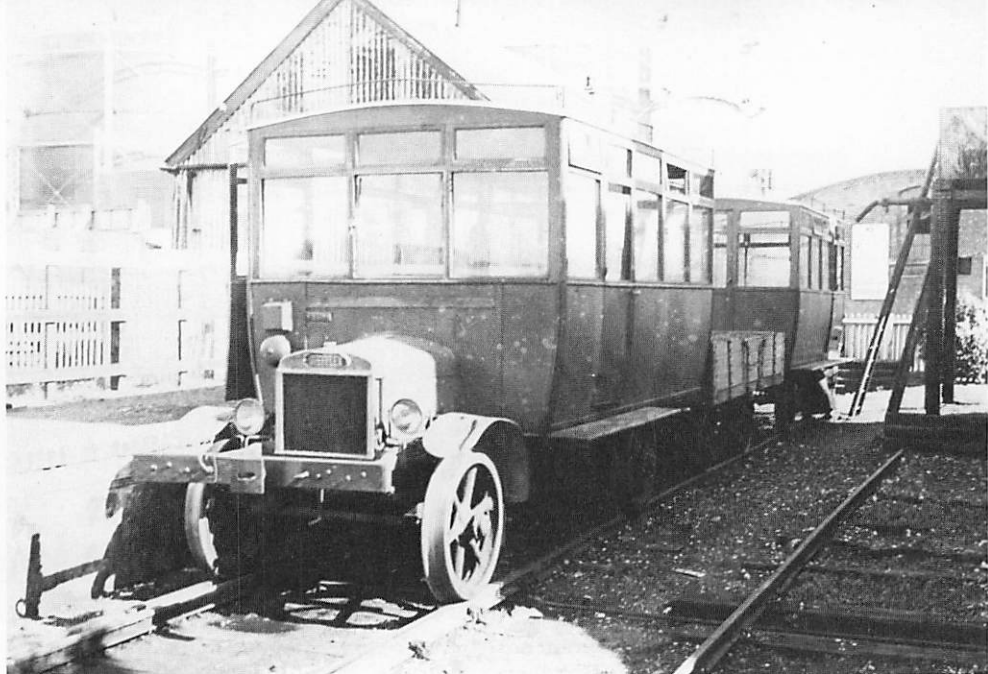
When the unit was first delivered to the West Sussex its trial run had demonstrated extreme difficulty in braking. Sanding equipment had been promptly added but its weakness in this respect may have had some part to play in the collisions in which it was involved. At least no

blame can be attributed to excessive speed. Although a top speed of 40 mph was theoretically possible this would certainly have proved fatal on the West Sussex's derelict trackwork. When the Southern Railway were considering the possibility of acquiring this line, their feasibility report contained the following comment:

"The average speed of the rail motor service is 14.7 miles per hour. . . . Despite these low speeds the trains are not infrequently late."

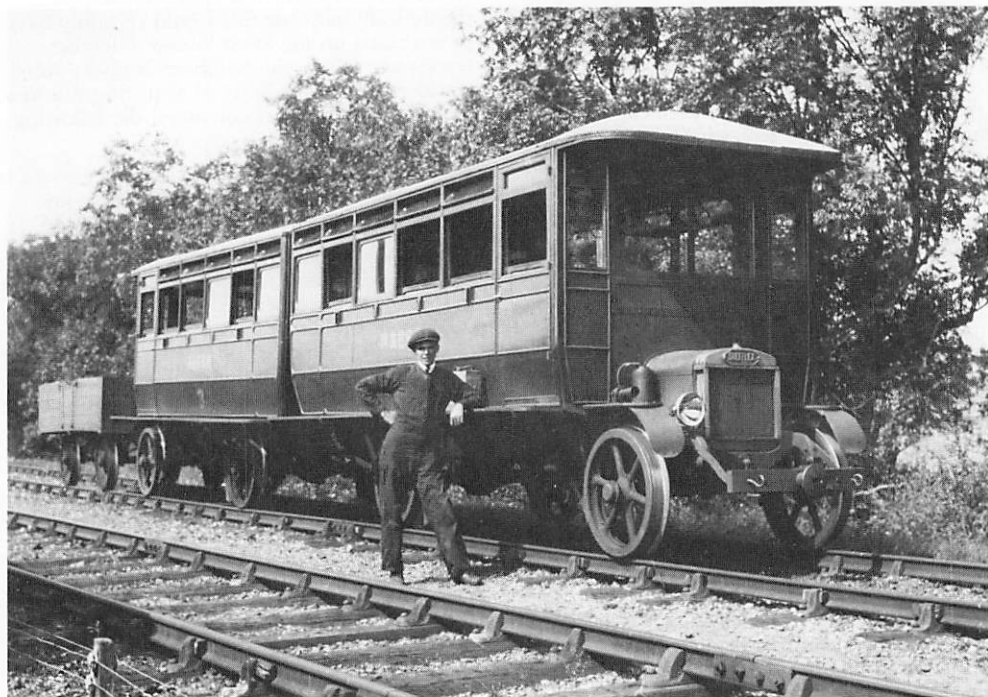
The closure of the West Sussex in January 1935 meant an early end for the Shefflex set. In 1934 it appears to have been responsible for most of the passenger services, except for the daily mixed return working and those workings at the peak of the holiday season with which it could not cope. After closure it was placed in a siding at Chichester and its bodywork removed. Because it was not the property of the West Sussex it was not included amongst the equipment sold off when the line's possessions were disposed of, but seems to have disappeared about the same time.

The K. & E.S.R. Shefflex set had a slightly longer life than that on the West Sussex but was also originally paid for out of Stephens' own pocket. At a meeting of the K. & E.S.R. Directors in October 1929 it was recorded that Stephens had purchased the set for £750 and would receive in payment £938 4% debentures, a rather doubtful commodity at the time!



*The West Sussex set with baggage trailer at Chichester, 26th September 1933*

*[Steam Chest Publications]*



*The K. & E.S.R. set at Robertsbridge with baggage truck, as No. 3. The driver is Nelson Wood, 1930s.*

*[Locomotive & General]*



*At Tenterden Town resting on the loop points. Note headlamp now moved from conventional position to the roof and buffing gear removed.*  
[Eric Graves Collection]

Accounts differ as to the capacity of the K. & E.S.R. set but the likeliest version is that each car could carry 25 passengers. It also was fitted with an exhaust whistle but caution seems to have fitted it with an electrically-operated horn from the start. Great play was made at the time of its being heated by piping the exhaust through the passenger area but there is no record of the success of this arrangement. Similarly undocumented is any comparison with the atrocious riding qualities of the Ford sets. The Shefflex is reputed to have been noisier than the Fords but seems to have been less prone to wheel and axle failure.

As on the West Sussex it was usual to attach a small baggage trailer to the K. & E.S.R. set. On the West Sussex this was often coupled between the two cars but on the K. & E.S.R. it always seems to have been attached at the trailing end of the unit. This, therefore, required some shunting to be done at the end of each journey a simple matter at Headcorn but rather more complicated at Robertsbridge or Rolvenden where the trailer would have to be propelled onto the loop before the set could run round it. There are no records of any trouble resulting from this.

The arrival of the Shefflex set on the K. &

E.S.R. gave the line three railmotor sets but the first of the Ford sets seems to have gone into disuse soon afterwards and may have been the cause for acquiring the Shefflex. In the event traffic figures were falling alarmingly and the 37,195 miles run by railmotors in 1929 had fallen drastically to 12,418 in 1932 when all services on the line were reduced. By 1935, railmotor mileage had risen to 15,036 but dropped again in 1936 to 6,262. The second Ford set was playing less part in these services by this date and seems only to have been used as a reserve when the Shefflex needed attention. The Ford last ran on 28th August 1937. The Shefflex, which, curiously, had been delivered as No. 3 but was now running as No. 2, continued to work almost daily until 22nd January 1938. It returned to service on the 21st February and worked for a fortnight until 8th March after which there is no further record of it running on the K. & E.S.R. Instead it joined the Ford set in the Rolvenden sidings and in 1939 was photographed with its bodywork removed although the Ford set still appeared intact. In August 1940 the Directors were informed that railcar sets 2 and 3 had been sold, presumably for scrap.

Shefflex appear to have built no other railmotors. In 1931 they embarked on a near



fatal experiment with diesel-engined lorries that simply did not work. The firm would have disappeared but for a commission to build a prototype for a new type of compacting dustcart. The prototype was successful and Shefflex abandoned lorry building for the more specialised work of building bodies and equipment for refuse disposal vehicles.

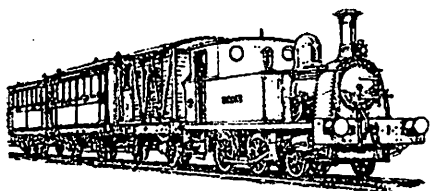
The Shefflex railmotors came too late to save the West Sussex but certainly played a part in keeping the K. & E.S.R. running during the difficult years between the Wars. There is a

certain irony in the fact that if the Southern had proceeded with the purchase and re-equipment of the West Sussex they would have replaced the Shefflex with a Sentinel steam railcar of the type which proved so unpopular on the Devil's Dyke Branch.

Stephen Garrett

*Credit must be given in the preparation of this article to Nick Baldwin for articles on Shefflex Motors Ltd which appeared in 'Old Motor' Vol 9 No 5 and 'Vintage Commercial Vehicle Magazine' Nov 1984.*

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# Fifteen Years of Company Membership

A statistical analysis by new members' secretary, John Head

Since The Tenterden Railway Company was incorporated in 1971, nearly 6400 people have joined as members. Although only approximately 2500 of these currently remain on the register, progress has been steady and with the exception of 1982, a net increase has been recorded in every year since 1980 and the 1984 total represents no less than a three fold increase on the level of 1971. Individual landmarks in the history of the organisation do not seem to have had the expected impact on recruitment; for example, in 1978 when the railway re-opened to Wittersham, the number of new members was similar to the previous year and the percentage of renewals recorded a significant drop. However, it is particularly encouraging that increases in subscription levels have not led to an acceleration in the drop out rate, except possibly in 1976. In fact, the average level of renewals has increased since 1980 and approximately 60% of the then members were still paid up at the end of 1984. The above average number of new members recruited in 1984 can probably be attributed to the opening of the information centre at

Tenterden Town Station.

In 1980, family membership was introduced, the effect of which was to extend the benefits of free travel and shop discount concessions to all members of a family situated at the same residence, for a reduced subscription, currently £6 plus £2 for each additional household member. Family membership seems to have given a modest boost to numbers and this category currently represents 28% of the membership compared with 17% in 1980.

A geographical analysis of where our members live shows that there is a predominance of interest in Kent (64%), but little in Sussex (5%). In fact, Surrey, which is geographically more remote, scores a higher mark at 6%. Perhaps when the Railway extends through to Northiam and Bodiam, interest from the residents of East Sussex, at least, will be aroused.

Finally, it should be remembered that although the objective of membership is for most people a supportive role, it does represent very good

The membership year by year

Year end	Full/Associate members	Family members	Total members	New members joining	Percentage renewals
1971	801	—	801	801	—
1972	1262	—	1262	558	88%
1973	1149	—	1149	225	73%
1974	1343	—	1343	403	82%
1975	1418	—	1418	371	85%
1976*	1361	—	1361	305	74%
1977	1540	—	1540	342	88%
1978	1642	—	1642	358	83%
1979*	1603	—	1603	277	83%
1980	1722	342	2064	688	86%
1981	1740	540	2280	560	83%
1982*	1653	573	2226	337	83%
1983	1635	617	2252	351	85%
1984	1762	701	2463	487	88%
1985(*est)	1770	700	2470	340	87%

\*Subscriptions raised at the beginning of the year; adult rates 1971 £2, 1976 £3, 1979 £4, 1982 £5, 1985 £6.

value in financial terms. The cost of servicing an adult member, including four mailings a year and on the assumption of just one free ride is almost equivalent to the adult subscription

rate of £6; for those who choose to take advantage of up to five free rides a year, or who take advantage of the family members concession, it represents a real bargain.

### Where our members live

TENTERDEN	and Rolvenden	6%
ASHFORD	includes Headcorn, Charing, Wye, Lydd and New Romney	5%
EAST KENT	approx. line of Whitstable and Hythe and east thereof	8%
HASTINGS	includes Rye, Robertsbridge, Battle, Bexhill	8%
TUNBRIDGE WELLS	area bounded by Westerham, Wrotham, Paddock Wood, Staplehurst, Cranbrook, Hawkhurst, Etchingham, Heathfield, Uckfield and Edenbridge	12%
MAIDSTONE AND MEDWAY	includes Faversham, Sittingbourne, Isles of Sheppey and Grain, Rochester, Gillingham and Chatham	13%
N.E. KENT	includes Dartford, Gravesend, Swanley, Parts of Kent not included elsewhere	12%
SUSSEX COAST	from Pevensey to Littlehampton and Arundel, includes Hassocks and Lewes	3%
REST OF SUSSEX		2%
SURREY		6%
LONDON	All London postal addresses	7%
EAST ANGLIA	Addresses in Suffolk, Cambridgeshire and Norfolk	1%
BERKS, BUCKS, MIDDLESEX, HERTS AND ESSEX		8%
REST OF UNITED KINGDOM		7%
EUROPE		1%
REST OF WORLD		1%



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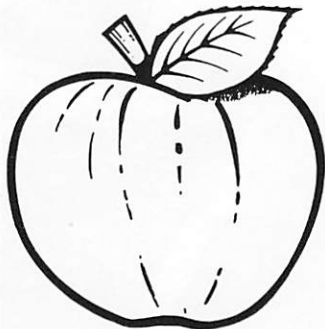
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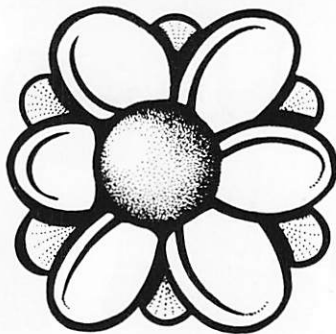
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\* INTERFLORA \*



# People in Profile

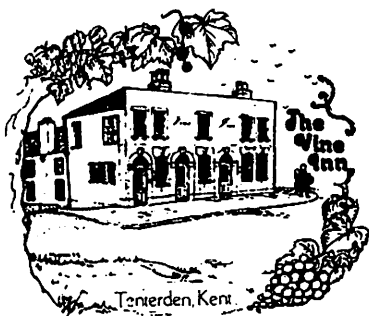
## 4. Sue Vickers

Sue Vickers joined the railway in 1983; a nurse tutor at Maidstone School of Nursing, she was introduced to the Kent & East Sussex by former Chairman, John Miller, who is also employed in the National Health Service. Sue Vickers has recently assumed responsibility for the Company's first aid service and can often be seen at Tenterden, neatly attired in her nurse's uniform. In Brian Stephenson's portraiture she is seen escorting a passenger who failed to read

the notice and, so to speak, caught a train; a salutary lesson to us all. When not engaged in first aid services, Sue Vickers takes a turn as chef on the Wealden Pullman, having been taught the culinary arts by her husband, Savoy-trained Jolyon. Her recommended dish – pink côtelettes d'agneau and a fine tarragon béarnaise, served with side salad and her own, rather special, dressing.

P.D.S.





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# No Need to Dial 999 ?

The Kent & East Sussex Fire Service explained by Chief Fire Officer, Ted Webber

The Kent & East Sussex Railway probably has the most comprehensive fire fighting department of any preserved railway in the country and has saved many thousands of pounds for the Company and its insurers.

Steam engines, by their very nature, can be a fire hazard in dry weather, the main problem being hot cinders ejected from the chimney falling onto growing crops in fields adjacent to the lineside. Some locomotives are more prone to this than others, although the skill of the crew is also an important factor; if the driver pulls away aggressively, sparks will tend to fly!

On our line, the most troublesome engine is Terrier number 32670, followed by U.S.A. number 22 "Maunsell"; generally the "Austerities" cause the least problems. Spark arrestors have been tried, but these cut down

the power output and with a small locomotive which has a limited pulling capacity anyway, its usefulness can be seriously impaired. Some of the K. & E.S.R. fire appliances are stabled in the former Seeboard garage premises in Bridewell Lane, Tenterden, which is close to the station, but when the trains are running they are parked at the station itself. The garage premises will have to be vacated by 1987 and the department is seeking an alternative site where the existing buildings, which have been donated, can be relocated.

The months of June to September are times of high fire risk due to growing crops and grass; fires are usually located by signalmen or locomotive crews and reported through the internal telephone system to Tenterden signal box. C.B. radio is carried, but it is intended to



*Sub Officer Colin Duncan and Leading Firewoman Sue Whybrow*

*[Jim Berryman]*

instal a proper communication system in due course, with a base station and radios both hand held and fixed on the engines themselves.

When the emergency call comes, the crew is summoned by the sub-officer sounding the appliance's horns or bell; it then proceeds to the incident on headlights, also using blue lights, bell, horns etc at the discretion of the driver. Access often involves driving across fields and most farmers co-operate by leaving a suitable right of way to the trackside.

When the engine arrives at the scene of the fire, the officer in charge will assess the situation and decide how to tackle it – depending whether growing crops, stubble, undergrowth or woodlands are involved. A minimum crew of 4 is maintained on each engine and regular training evenings are held, practising in the car parking field. All motor appliances are maintained, equipped and insured by their individual owners; authentic uniforms are worn by the crews on duty, which include yellow leggings, fire boots, tunic, helmet and high visibility jacket when engaged at a fire.

The service was called out on nearly 40 occasions during 1984, of which about one half related to fires and the remainder to filling

locomotives, water towers and pumping out flooded areas. In addition, attention was given to maintaining fire extinguishers and fire buckets at station sites and on trains. Close liaison is maintained with the Tenterden Fire Brigade and the K. & E.S.R. fire engines have attended charity functions and rallies; they have also, on occasions, extinguished fires spotted at random in the street!

Future plans for the service mainly involve improving communications but it is also hoped to purchase a Range Rover vehicle, with full equipment, which is particularly suited to crossing fields and muddy areas. The quicker that we can get to the scene of an incident, the quicker it is to assess the situation and summon back up assistance if it is necessary.

---

### The people:-

**Chief Fire Officer** – Ted Webber

**Sub Officers** — Colin Duncan, Ian Langley, Richard Osborn

**Leading Firewomen** – Sara Oliver, Sue Whybrow

**Firemen** – Duncan Buchanan, Andre Freeman, Roland Meek



*On Parade at Tenterden Town Station, 16th June 1985. The Author is on the extreme right*  
[Brian Stephenson]

### The Machines:-

Type	Registration/year	Water capacity/output	Owner(s)
Bedford RLZH, "Green Goddess" emergency pump. 3½ litres petrol, ex Royal Navy	1957 (not currently registered)	Tank: 400 galls Pump: 1000 galls/min	Ted Webber Ian Langley
Commer HCB K2 water tender. 5 litres petrol, ex Kent Fire Brigade	1968 RKP 745G	Tank: 400 galls Pump: 500 galls/min	Ted Webber
Dennis Rolls Royce F8 water tender. 5½ litres petrol, ex Stanton & Staveley, Nottingham	1955 YRB 612	Tank: 400 galls Pump: 500 galls/min	Colin Duncan
Dennis Roll Royce F8 water tender, prototype. 5½ litres petrol, ex Cornwall Fire Brigade (St Just)	1951 UAF 339	Tank: 400 galls Pump: 500 galls/min	Colin Duncan
Bedford RL, "Green Goddess" emergency pump. 3½ litres petrol, ex Home Office A.F.S. and then Lucas Industries	1955 NYV 158	Tank: 400 galls Pump: 1000 galls/min	Ian Langley
Bedford Miles water tender. 3½ litres petrol, ex Rank Xerox	1957 PCJ 14	Tank: 400 galls Pump: 500 galls/min	Ian Langley
Land Rover L.W. hard top 1.6 litres petrol, ex Wiltshire Fire Brigade	1963 16 BMR	—	Ian Langley

All engines carry a full range of fire fighting equipment, including ladders, suction & delivery hoses, foam, hand extinguishers, breathing apparatus, breaking equipment, standpipe key & bar, chimney gear, fire beaters, cutting equipment, fire blankets and first aid.

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# Book Review

'BRANCH LINE TO TENTERDEN' by Vic Mitchell and Keith Smith, published by Middleton Press, 92 pages, illustrated, £6.95.

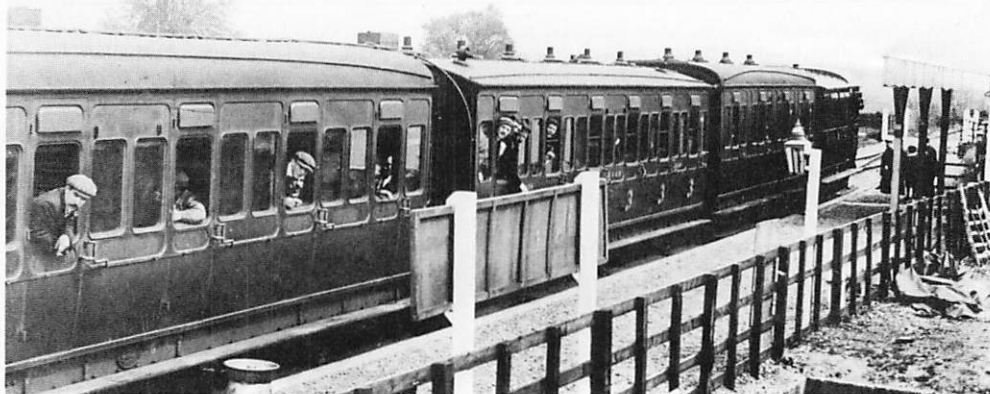
This welcome addition to the literature on the Kent & East Sussex follows the now-familiar Middleton Press 'Branch Line' formula.. It is a profusely illustrated expedition from Robertsbridge to Headcorn with the greater part of the text consisting of informative captions to the 120 photographs reproduced. Reproduction of these is generally to a better standard than some of the earlier titles in this series. Many of the photographs, particularly those taken in the later years, have not

previously been published.

In addition to the photographs there is a rather random selection of timetables, Ordnance Survey plans, tickets and extracts from *The Tenterden Terrier*. These are visually interesting but are not supported by explanatory captions as the photographs are which sometimes detracts from their value. It was also perhaps a mistake to reproduce the *Railway Magazine* map of the line which is inaccurate on the course of the projected Crankbrook Extension. However, if this book is approached as an album rather than as a history it can be thoroughly recommended.

S.G.

NORTHIAM 16/5/08.



A hitherto unpublished photograph from Branch Line to Tenterden of an excursion to the K. & E. S. R. at Northiam on 16th May 1908 with main-line S. E. C. R. rolling stock. The occasion is believed to be the visit of The Railway Club, although confirmation of this is still sought. [Lens of Sutton]



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# Letters to the Editors

## Taking Stock

Sirs – Stephen Garrett's interesting article in the Summer 1985 issue of *The Tenterden Terrier* mentions that when the Southern Region considered the K. & E.S.R.'s carriage stock, 9 vehicles were inspected, and of these, 7 were to be scrapped, – but would there not have been 10 at that time if one included the third L.S.W.R. bogie brake corridor obtained the previous year?

Assuming it was still in use by February, 1948, the figure of 7 to be scrapped would appear to be correct, being those mentioned and also the serviceable 1892 low roof bogie coach No. 2 which was withdrawn in mid May 1948, leaving the three (?) L.S.W.R. corridors to continue in service. Incidentally, did these coaches thereafter carry the branding "To work between Headcorn and Robertsbridge only"?

Interestingly, I have so far seen no photographic evidence or reports that when all the old stock was broken up at Headcorn in mid 1948, bogie carriages No. 2 (low roof) No. 4 (semi-elliptical roof) and also the 10T 6-wheel Midland crane were dealt with there as well, and I am wondering if these items accompanied the Beattie saddle tank No. 4 to Ashford for breaking up.

On page 30, the photograph of L.S.W.R. carriage No. 5 is interesting inasmuch as the background reveals three other K. & E.S.R. carriages and one from the S.R. I have a clear and slightly larger print of this photograph which shows a little more detail. The second coach along, extreme top left, is the L.S.W.R. bogie corridor No. 1 and the third is the low roof bogie No. 2, whilst visible in the extreme top right – just – is part of L.S.W.R. non-corridor bogie No. 4 (partner to No. 5) identifiable by its deep guards ducket and reverse way round to No. 5. Several Railway press articles and photographs around the late summer of 1947 indicated that corridors No. 1 and No. 6, and the low roof bogie No. 2 were repainted during this period, as evidenced by the external condition of No. 1 and No. 2 in this photograph, so I am inclined to think that the date of the picture is around August-September 1947, and as two Ex. S.E.C.R. birdcage brakes (S.R. 3392/93) were also in use at that time (S393 is visible as the first coach in the top left corner) they may have been borrowed from the Southern to cover whilst the K. & E.S.R. vehicles were being refurbished.

One final point. In the Headcorn line-up in

1948 (just out of the left side of Mr. A.G. Rayner's photograph) would have been the other 1892 low roof bogie carriage No. 3. Photographs show this to be as decrepit as the four and six wheelers, but can anyone state where No. 3 had been laid aside on the K. & E.S.R. since its withdrawal some years previously? Nos. 1, 4, 19, 15, etc were always correctly recorded in the Rolvenden sidings, but never a mention of No. 3. I wonder why?

Blandford, Dorset

A.G. Coombes

Sirs – Mr. A.G. Coombes asks (*The Tenterden Terrier*, Summer 1985) for the identity of coaches used on the K. & E.S.R. in the 1950's. Perhaps readers with first hand records will assist further, but he may be interested to know that reference to coaches appear in Dr. Edwin Course's '*The Railways of Southern England: Independent and Light Railways*' and the January 1954 issue of '*Trains Illustrated*' in an article on the line by R.C. Riley.

Each of these identify four coaches on the line in or about 1953, viz. S2650, S3165, S3175 and S3291. The latter, to which Mr. Coombes refers (a misprint for the S suffix appearing as 5), was an ex-S.E.C.R. birdcage brake third, one of a batch of twenty 50' coaches built in 1905/6.

Quite a few of these were formed into three-coach sets in the 1920's and, by looking up the destiny of other vehicles in these sets, it is possible to deduce that most of them were disbanded by nationalisation. Some of the brake thirds went into departmental service. S3291 is usually referred to as working on the K. & E.S.R. and is pictured in 'Rails to Tenterden'.

A recent publication, *On Southern Metals* by L. Elsey, has a photograph taken at Rolvenden in 1951 of a train including a 50' birdcage brake third, with a similar coach in an adjoining siding, so it is clear that S3291 was not the only one of its type on the line. Neither coach is identified in the caption. 'Rails to Tenterden' includes a photograph of another type of birdcage brake, S6638, which is said to have worked on the line. This was a 50' slip composite lavatory brake, built in 1909 and withdrawn in 1957. This information is contained in Mr. D. Gould's comprehensive book on S.E.C.R. coaches, from which it is clear that there was an amazing variety of types, especially brake coaches.

Another photograph in *On Southern Metals* shows one of the L.S.W.R. brake corridor coaches (were they thirds or composites?), again

unidentified but presumably one of the three whose numbers appear at the start of this letter.

I would endorse Mr. Coombes' remarks about a future article on the coaches used on the K. & E.S.R. in its later years; the brief period of service between nationalisation and closure seems no less interesting and, despite the fairly small number of locomotives and coaches involved, there is great appeal in the representation of all three of the Southern's constituent railways. It seems from photographs published so far that the L.S.W.R. coaches were mainly used between Headcorn and Tenterden/Rolvenden, with the birdcages mainly on the Robertsbridge section. If so, why? Was an early form of 'conductor guard' working in use on the Headcorn section?

Canterbury, Kent

Peter Clark

Sirs – Stephen Garrett states that the SR Inspector was in error in saying that there were seven carriages to be scrapped in 1948. This assumes that there were only 8 carriages on the line at the time. My notes of a visit to Rolvenden in May 1947 give 9 carriages; they say that the ex-LSWR arc-roofed bogie carriage No. 2 was there, as well as No. 3. I know it has been reported that No. 2 was disposed of in 1941, and I may have been careless of course. However if I was right, then it may well have been present in some form in Feb. 1948 even if a new No. 2 had arrived.

The report makes no mention of the new No. 2, a corridor brake, which I thought arrived late in 1947. This introduces another possibility, that there were three corridor brakes there but only two were 'approved'.

Trowbridge, Wilts

R.W. Kidner

Stephen Garrett writes

*As yet we have few authoritative records of the stock used in the wartime, post-war and British Railways periods and in the absence of such records we must rely on contemporary observations and photographs. We are therefore particularly pleased to have received these letters from Messrs Coombes, Kidner and Clark and hope that they will jog other readers' memories. It would be very useful, for example, to know which carriages regularly worked the line in British Railways days and which were visitors or short-term residents. Can any reader recall carriages being marked for use only on the Kent & East Sussex? The only marking that I have seen recorded was on one that stood at Rolvenden marked 'Midhurst Branch'! Comments would be welcomed on any of the other points raised.*

## The Curious Affair of the East Kent Terrier

Sirs – Although unable to shed any light on the Terrier boiler, I am able to provide some additional information concerning EKR No. 6.

In the upper photograph on page 42, (*The Tenterden Terrier*, Summer 1985) No. 6 had been re-boilered already. The boiler, fitted in September 1902, was one of a batch of 35 constructed at Ashford from 1896. In all, twelve of these modified domeless were fitted to the O class and they differed from the originals by having a deeper fire box which necessitated their being pitched 7½ inches higher in the frames. This in turn gave the engines so treated a more robust appearance and, in comparison to the original, the distance between the top of the steam chest cover and the bottom of the smokebox door was much more noticeable. It was in this condition, together with a cut-down R class chimney, that No. 372 arrived on the EKR on 13th June 1923. The 1932 re-boiling involved the fitting of a second-hand H pattern domed boiler, and the retention of the Stirling cab was for no reason other than that of lack of funds on the part of the EKR.

It might be of added interest to note that 5 of the other 11 modified domeless boilers provided yet another hybrid variation of the 0/01 class. The engines that received these boilers during 1911 were, at the same time, fitted with the Wainwright pattern of square cab. The reason for this was that the Stirling type cabs would not readily fit the higher boilers so, to save expense, the 01 type cab was fitted. The engines so treated were No's 96, 251, 333, 427 and 434. Of these, No's 251 and 434 were later rebuilt to 01 with the H type domed boiler, No. 434 surviving long enough to be included among the final eight. It was allocated to Dover for working over the former EKR and was eventually withdrawn in August 1959.

Upper Belvedere, Kent

George Wright

## We're not Top of the Pops

Sirs – Referring to the article in *Holiday Which?* of May 1985 on Britain's Nostalgia Railways and its paragraph about the K. & E.S.R., I disagree with the writers in describing the countryside as "fairly flat", unless of course they only travelled on the portion south of Rolvenden. The line climbs 125 feet in just over a mile from the North East end of Orpin's Curve to Tenterden Station through an attractive, heavily rolling, pastoral countryside reminiscent of a line from a poem by Vita Sackville-West of Sissinghurst Castle,



describing the Weald of Kent as "this tumbled land like a hilly sea". Furthermore no other preserved railway can beat the downhill view from Tenterden Station of the approaching engine and carriages ascending the curve east of Cranbrook Road crossing.

On the subject of coaches, however, the *Holiday Which?* article has a valid point in describing the vehicles then in use as "of limited interest"; they were obviously Mark 1's. Back in the mid 1970's in our early years of operation, I remember vintage vehicles often being used, but

now this is less frequent. We seem to have gone some way along the track of the Mid Hants and several other lines towards domination by Mark 1's. I understand that they are easier to maintain and that on vintage stock, wear and tear can be severe. One way to overcome this would be to charge passengers a higher fare to travel in these, as we did with the 4 wheel District Railway coach. I look forward to seeing the two S.E. & C.R. birdcage coaches and the G.E.R. 6-wheeler in service.

Richmond, Surrey

D.A. Ferguson

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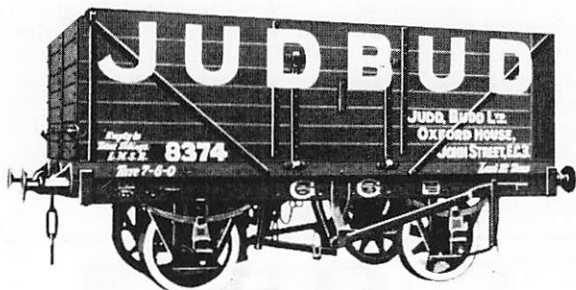
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# Welcome to the Gin Palaces!

Tom Burnham relates the history of three historic vehicles which, when restored, will be used for luxury private hire and provide a tonic for discerning travellers

Three interesting early saloon carriages have recently been acquired from the Transport Trust. They are a London & North Western Railway 6-wheeled engineers' inspection saloon of 1890, a South Eastern & Chatham Railway family saloon of 1900 and a London & South Western Railway invalid saloon of 1910. The S.E.&C.R. saloon is owned by the K. & E.S.R. Locomotive Trust and the other two by individual members.

\* \* \* \* \*

The L. & N.W.R. saloon was one of four constructed at Wolverton carriage works in 1890, following a decision by the railway's Locomotive Committee in July 1889 to provide saloon inspection carriages for the District Engineers, for use with the Engineer's Department Crewe-type 2-2-2 locomotives. One of these saloons, for the use of a Mr. Footner, was built on a tender underframe but the other three were on the standard 30' 1" 6-wheeled underframe which had been introduced in 1887. They were allocated initially to Mr. Williams,

Mr. Crighton and Mr. Killett of Northampton, no numbers being carried in L. & N.W.R. days. It was unusual for new rolling stock to be built for departmental use, as it was more common for obsolete passenger stock to be converted.

Our saloon is thought to be Mr. Killett's. It weighs 13t 10cwt and has a steel channel and timber underframe. The body layout is unusual, with a 4 ft long balcony at each end, with gates at the sides for access, and an enclosed portion divided into two compartments by a toilet compartment with a W.C. and a folding washbasin. At least some of these saloons had a gas ring installed in the toilet in about 1920 for the preparation of refreshments (an arrangement that would be looked at askance nowadays) but if our saloon ever had this fitting it has since been removed. The two outer compartments have longitudinal sofas and one also has a folding writing desk, key rack and drinks cupboard. Although the interior is practical rather than luxurious, the finish is of a



*The ex L.N.W.R. Saloon at Longmoor, 10th August 1946 still in Melbourne Military Railway livery. Note gas light roof vents, continuous running board and hinged lavatory window [H.C. Casserley]*



*Ex L.N.W.R. saloon 40 years later at Tenterden, 18th August 1985. Gas lights now removed, modified running boards and fixed lavatory window*  
*[Brian Stephenson]*

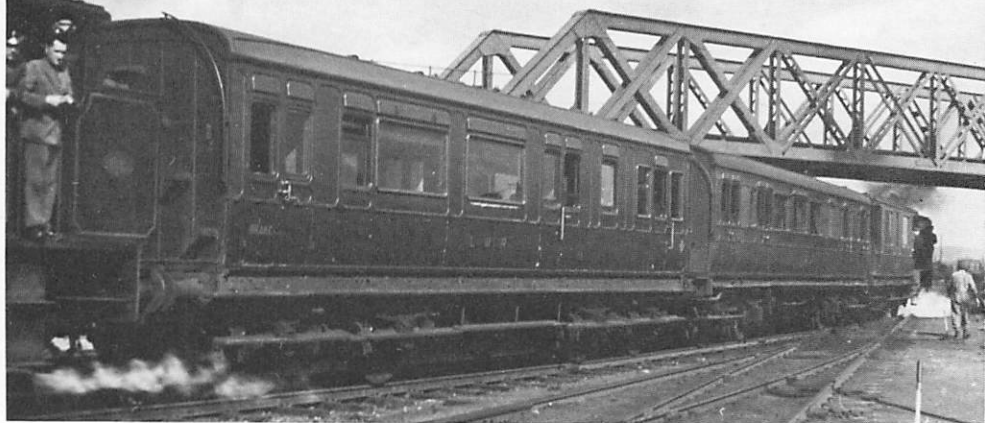
high standard with much polished wood panelling.

Following grouping into the London, Midland & Scottish Railway in 1923, the saloon received a number for the first time, becoming ED33 in the service stock series. It was renumbered 45021 in 1933 and about this time was also painted in L.M.S. red, with a single line at waist level and the initials 'LMS' and the number in serif style just below the line. The metal work at the ends and the underframe were black. By March 1940 it was out of use and in May of that year was sold to the War Office for £40, plus £4-7-7 for delivery, for the Melbourne Military Railway in Derbyshire.

The M.M.R. was established in 1939 on the former Midland branch from Chellaston East Junction south to Ashby-de-la-Zouch when it was anticipated that the Longmoor Military Railway would be unable to train enough Royal Engineers in railway operation. The M.M.R. offered a passenger service in 1940-41 and 45021 may have been used for this (doubtless for officers), but by 1942 it saw little use apart from

the occasional tour of inspection. According to P. M. Kalla-Bishop, it usually kicked around Quarry sidings and was rather a nuisance if anything; certainly on one occasion it fell into a hole dug for the foundations of a buffer stop. Besides training army railwaymen, the M.M.R. was also used as a reception centre for 0-6-0T shunting engines from America and one of these, which passed through in 1943, was W.D. No. 1968, now of course our No. 22 "Maunsell". Perhaps a reunion can be arranged for the two M.M.R. veterans!

The M.M.R. was returned to the L.M.S. on 1 January 1945 and 45021 was transferred to the Longmoor Military Railway in Hampshire, where it was to spend the next 26 years, eventually becoming Army No. 3005 in the later L.M.R. numbering system. Here, it was once again used regularly as an inspection saloon, being propelled around the system every Thursday afternoon with the commanding officer and his staff crammed on to the leading balcony, for the ganger in charge of each length to make his report. Additional lower steps were added in about 1952, on the orders of the then



*The Saloons at Longmoor. The Ex S.E.C.R. one is next to the locomotive, 15th September 1948*  
[D.P.N. Callender]

C.O., Lt. Col. G.C.L. Alexander OBE RE. At some stage 3005 acquired a Westinghouse brake through pipe. It received its last general overhaul at B.R.'s Lancing carriage works in November 1960 and latterly formed part of the Longmoor 'Blue Saloon' set.

The second of the three vehicles to be built was South Eastern & Chatham Railway No. 177, one of a pair of first class family saloons built at Ashford works in February 1900 to diagram 4330. Unlike the L. & N.W.R. carriage, 177 was a bogie vehicle of more conventional appearance, although it was very short with a body only 38' long and 8' 0 $\frac{3}{4}$ " wide. The

overall height was 11' 10 $\frac{1}{2}$ " and the weight 20t 13cwt. The body had teak framing with mahogany panels and mouldings while the underframe was of oak apart from the sole and headstock plates which were of channel iron filled in with teak. 7' 0" wheelbase bogies with Mansell wheels were provided at 24' centres. Stone's electric lighting was fitted and the vehicle had vacuum brakes and through pipes to enable it to run with Westinghouse air brake-fitted stock. The interior layout comprised a luggage compartment with double doors at one end, the saloon compartment with two large windows flanked by droplights, a transverse vestibule with a single door and a short centre



*The Ex S.E.C.R. Saloon reposes at Tenterden 37 years later to the day, 15th September 1985. Note modified running boards*  
[Paul Sutton]

corridor leading to a smoking compartment at the other end of the coach. There was a small compartment on each side of the corridor, one with a water closet and the other with a wash basin.

Family saloons were essentially a Victorian phenomon and as train services improved and lavatories became common on long-distance trains during the Edwardian era the demand for them decreased. No. 177 was therefore converted for use as an invalid saloon. One of the cross partitions was removed so that the vestibule formed part of the main saloon and the single entrance doors were replaced by double doors. The saloon was provided with one long couch, one hammock, two chairs and a table, giving a seating capacity of 12 (5 in the smoking compartment and 7 in the saloon), compared with 18 as built. The modifications were made in December 1907, the sister coach 176 being similarly altered in February 1908. Steam heating was installed in July 1911.

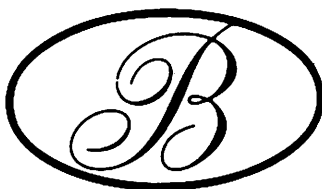
177 passed to the Southern Railway in 1923. The Westinghouse pipes were stripped out in September 1925 and in September 1927 it received its new S.R. number of 7913. This was

done at Ashford, no doubt when the coach was repainted in S.R. green instead of S.E. & C.R. crimson lake. It was finally sold to the Longmoor Military Railway on 25 March 1936, where it was numbered 118. (The other one of the pair, S.E. & C.R. No. 176, had become S.R. 7912 and was withdrawn in October 1935, the body being sold for private use.)

118 saw some use for officers in its early L.M.R. days, but with the much heavier traffic during the war its low seating capacity told against it and R.C. Riley notes that in 1943-44 it spent most of the time out of use at the back of the carriage shed. After the war, however, it saw considerable use on open days, eventually being renumbered Army No. 3006 and forming part of the 'Blue Saloon' set.

(to be continued)

*Thanks are due to Messrs. R.M. Casserley, D. Gould, P.M. Kalla-Bishop and R.C. Riley and Major J.A. Robins for providing much of the information on which this article was based. The second part, which will appear in the next issue of The Tenterden Terrier, will describe the third, L. & S.W.R., saloon and explain what happened to the saloons in their later days on the L.M.R. and afterwards.*



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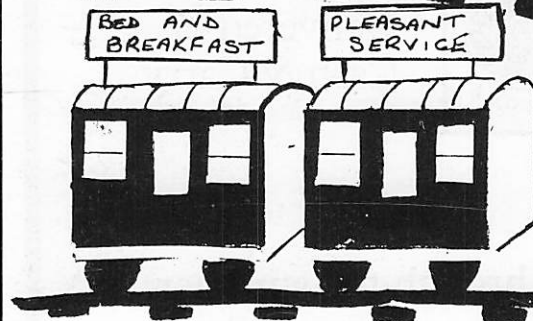
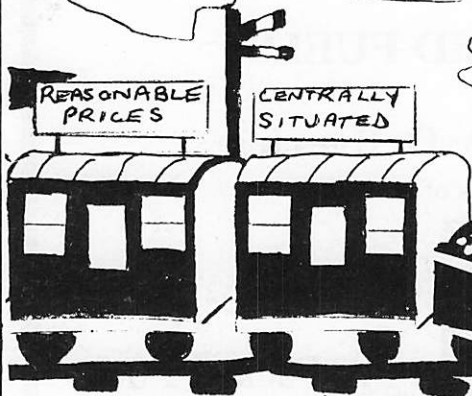
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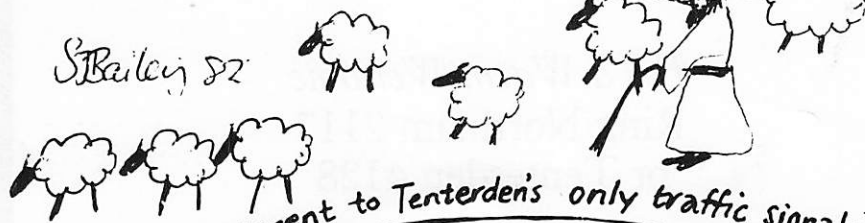
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