

The Tenterden Terrier



Number 40

Summer 1986



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. Inside one tower an audio-visual display describes life in a castle 600 years ago, and in another, on video, a warrior is being dressed in a magnificent suit of armour. There is a café in the car park. *About 500 yards from the K. & E.S.R. station.*

Telephone Staplecross 436.

Great Dixter



This 500 year old manor hall is open every afternoon (except ordinary Mondays) from 28 March to 12 October, also weekends October 18/19 and 25/26 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 25/26, Sundays in July & August, also August 25th. 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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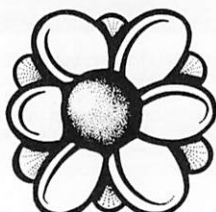
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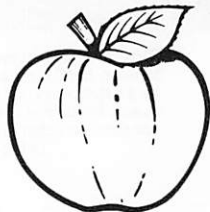
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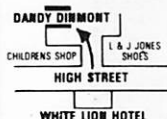


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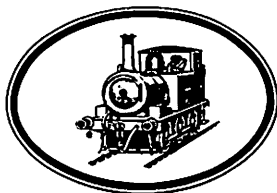
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The Tenterden Terrier



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Editorial

Let us be under no illusion

Mark Toynbee's article on marketing focuses attention on the stark realities and contrasts of running a railway in today's climate. Although the business is run as a hobby by enthusiasts it is not primarily for enthusiasts. In consequence, the very criteria for success are those applicable to any tourist attraction—good entertainment, edible catering and clean lavatories! However, if the site were to develop into little more than a fairground as frenzied efforts were made to draw the crowds, one might well wonder what it is all about. The toilet block is neat and tidy and the new café fits harmoniously into the terrain as if it had always been there—truly a cottage orné! How different would be the scene with children's play areas, slides and swings, not to mention Mickey Mouse and Donald Duck! What next—a maze? At present, down the line all remains undisturbed; is it too much to hope that this will still be the case when we are running ten miles rather than five?

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1986

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1986

*FRONT COVER: "Spring Time Terrier" No.10
Sutton awaits the Signal amongst the daffodils
on 4 May 1986 [Jim Berryman]*

During the weekend of 14th/15th June celebrations were held to mark the 25th anniversary of closure and the start of preservation of the K. & E.S.R. These events will be illustrated and chronicled in the Winter edition of The Tenterden Terrier. One wonders what those who attended the original meeting to form a preservation society prior to closure would think of the progress made in the intervening twenty-five years had they remained in absentia, between then and now? Although only half of the final track mileage available to us is open for traffic, we have made remarkable progress in other spheres, with excellent facilities for locomotive and carriage maintenance and repair; fine signalling systems and attractive stations with a most appealing building being opened later this year for refreshments. What progress by 2011—after the next 25 years—Bodiam and more perhaps?

Locomotives

Availability of steam locomotives always has an element of chance about it for the new season, despite regular maintenance and the planned work completed during the Winter. This year Services recommenced at Easter with four locos available for traffic—No's 10, 22, 23 and 24.

No. 32670—sadly the hopes expressed earlier of having this locomotive back in service by the middle of 1986 received a set back, when it was discovered that the boiler work needed will be much more extensive than originally anticipated. Some of the foundation rivets will be replaced and the tubes will be removed to enable an inspection of the crown stays by the Boiler Inspector. Whatever he recommends will be carried out, with a view to extending the boiler life to around 10 years before another major overhaul is necessary. Work on the motion continues albeit slowly.

No. 10 Sutton is in service and running well but will require some remedial work in the near future.

The boiler from the P Class, No. 11, passed its hydraulic test and has been safely installed back in between the frames. The water tanks have been offered up to the running plates to enable holes to be cut for fixtures and fittings and some painting has taken place.

No. 22 Maunsell left Rolvenden for a visit to the Great Western Society's steam centre at Didcot in Oxfordshire on 9 May and was due to return on 9 June.

No.14, Charwelton, the Manning Wardle 0-6-OST, back with us for a while, is having to receive attention for poor riding qualities. New springs are being provided, together with deeper horn stays below each axlebox. However, it should be back in regular use soon.

Following the front end overhaul carried out in the Winter No.23 is back in traffic and pulls very well.

No.24—continues in service.

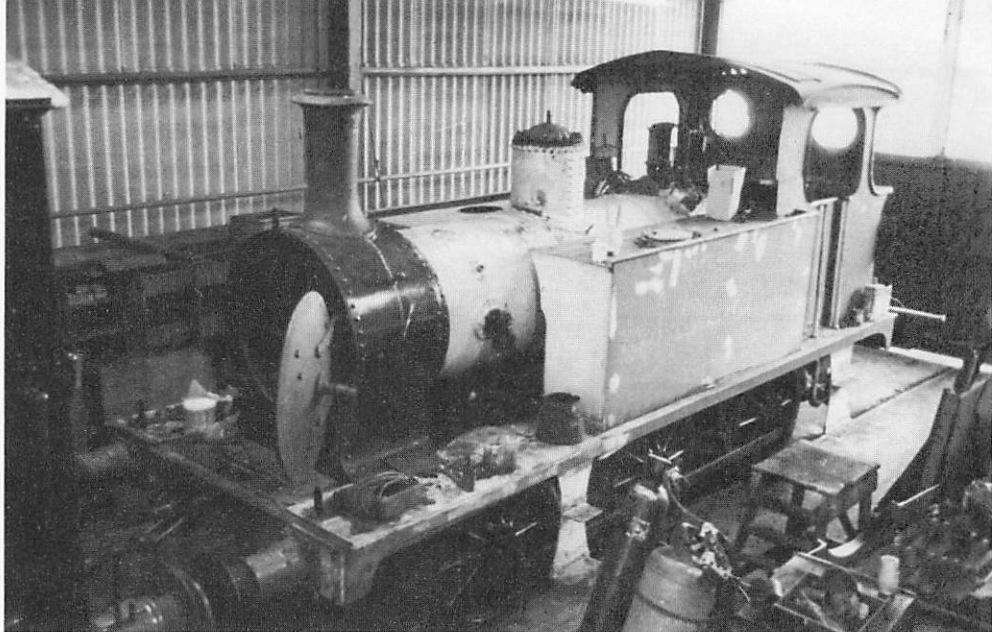
No.25 has passed its five yearly boiler hydraulic test and following completion of some minor repairs it will be returned to the active list.

No.26 Linda, which is the subject of a ground up rebuild, is now to have a few more badly worn boiler stays replaced; work on the motion is making slow progress.

Diesels—The Fowler, No.43 has been giving good performance. Ex BR No.45, the only serviceable one of the trio from Middlesbro' docks, has been repainted in B.R. black and given its original No.—11106. Some further progress has been made on Drewry No.47, which is the subject of a major overhaul.

Early in April the team working on Ford No.40 received a slight shock when it was discovered that No.3 big end was slack and while the engine was running the bearing was noisy. The crankcase doors on both sides of the engine were removed and this big end dismantled. The shims between the big end shells were machined by Dave Hazeldine, the shells themselves were inspected and found to be fit for further use as they were undamaged. The remaining big end bearings were checked and deemed acceptable, although two may require attention soon, depending on how much the locomotive is used. The main bearings were examined and no problems found, consequently the crankshaft was in good condition.

A notable event in the restoration programme occurred over the weekend of 26th/27th April. The manufacturers of the engine, W. H. Allen, very generously offered to pay the expenses of two of their staff to come to Rolvenden and spend the best part of two days working on it. Comfortable accommodation was found locally for Clive Willsted and Denys Pateman, who arrived at Rolvenden on the Saturday morning.



No.11 the P Class partly re-assembled, Rolvenden Shed, 28th May 1986

[Paul Sutton]

After completing a satisfactory warm up during Sunday morning it was decided that a run could be undertaken to test the engine under load. Arrangements were made for the locomotive to be attached to the rear of the 3.48p.m. from Hexden Bridge. On the way up to Tenterden the engine room filled with smoke from the oils that had accumulated during hours of idling and slow running. Arrival at the station was marked by water pouring down the body side as an air lock was cleared. As all was well, a challenge was accepted to haul the 4.30 p.m. service to Wittersham Road—an historic occasion—the first time ever that No.40 had charge of a revenue earning train, consisting of 3 coaches plus the steam loco. Axle box bearings were checked at Rolvenden and a right time arrival was made at Wittersham. An uneventful return to Rolvenden concluded with the loco being detached and run into the yard. Our sincere thanks to Clive and Denys from W.H. Allen for all their knowledge generously imparted, patient advice and assistance. Since then, the refurbished engine room doors have been fitted, the wheels weighed and the springs adjusted, to reduce the risk of wheel slip under full power.

Finally, a big thank you to the Maidstone Area Group for all their financial assistance during the years 1982–86. This will be suitably recorded by two brass plates fixed to the locomotive after final painting and lining is complete.

Carriage and Wagon

During the Winter the workshop housed 4 coaches: Birdcage 61 already partly restored and awaiting completion, Maunsell BS054 undergoing heavy repairs and restoration; Mk 1 TSO 65 and Mk 1 BTO 75 Petros were in for overhaul and repaint.

Although progress was delayed by the severe weather, work was concentrated on the Mk 1s. On No.65, five of the six bodyside doors were badly decayed. They were tripped down to the bare frames, repaired where necessary and new skins fitted. These are a complete steel pressing purchased from BREL Wolverton and are screwed straight on to the timber door frame. The bodyside required a small amount of attention, mainly rust prevention and applying filler. The roof paint had flaked off in large areas and needed stripping, cleaning and sanding down before receiving one coat of primer and two coats of roofing grey paint. After repainting in brown and cream and lettering "Third" it returned to traffic on Sunday 13th April.

No.75 Petros—Like No.65, this vehicle was suffering from decayed door panels and areas of bodyside rust, particularly around the bottoms of side lights. Two passenger and three luggage doors have been fitted with new skins. The rusted areas of bodywork were cut out and new sections welded in. To meet long term operating requirements this coach has been



The inside exposed! Tacking up plasterboard in the new catering building. L to R: John Miller, Dave Stubbs and Allan Tebboth, 25th May 1986
[Brian Stephenson]

converted back to a brake vehicle. Originally it was a BSO and the guard's compartment was stripped out to provide a disabled person's lavatory. The new guard's compartment is situated at the outer end of the former luggage area. A doorway has been cut in either bodyside between the luggage doors and vehicle end and an inward opening door fitted. The new compartment has been partitioned off from the luggage area and is provided with a guard's seat and table, steam heater, vacuum brake valve and gauge plus a "ships wheel" type handbrake column. This was obtained from a scrap BR E.M.U. driving cab and has been connected up to the original handbrake linkage, although parts of the underframe have been modified to accept the brake pull-rods.

It has been painted in the standard brown and cream livery with the "Petros" lettering and shield repositioned on an upper cream panel at the luggage end. The passenger doors are lettered "Third" and the former luggage doors carry the wheelchair symbol. It was scheduled to enter traffic on Saturday 6th June.

Sunday 13th April saw Barbara shunted into the workshop for light repairs. The roof was given two coats of paint after sealing a minute leak around an air vent. The main steam heat pipe under the vestibules, which was leaking badly, was renewed and new drain valves fitted.

Some wiring in the lighting circuits was giving problems caused by the old rubber insulation deteriorating so it was completely rewired by André Freeman before being returned to traffic on 19th April.

On the following day RU 69 was shunted in for attention. The kitchen end was lifted and the bogie run out to allow adjustment of the bolster height. Minor repairs were carried out on the running gear and to lighting equipment. It returned to traffic on 26th April, 1986.

Work will now concentrate on BSO 54 in an effort to complete it as soon as possible. Activity continues on the GER 6 wheeler and it is hoped soon to restart work on ex SECR birdcage No.61.

Coaches available for service in 1986 are:-

Wine & Dine Set: BSO 53, RU 69, Pullman Barbara, PMV van 74. Service traffic: S 63, TO 64, TO 65, BSO 73 and BTO 75. Maunsell CK 56 which was in service last year has been withdrawn from traffic due to its poor mechanical and bodywork condition and awaits a heavy overhaul.

Building/Tenterden Site Development

Work has continued steadily on the former Bus Station Office which is being erected as the new temporary catering building. There are

working parties on site most Sundays.

After much thought and taking note of professional advice, it was decided to retile the roof using new material. The main reasons for this were, that not enough of the original tiles remained anyway and a mixture of old and new was not considered to be a good policy in the long term. A clay tile by Steetleys of Staffordshire in their Acme Heather range was found to be the nearest to the originals and these were supplied and fitted by Messrs. W & D Russell Ltd. from Headcorn—the work was completed in March, and is most effective.

The brick and block infill was the next major job to be tackled and again our friends at Redland Bricks Ltd and Celcon Ltd. offered some extremely generous prices for the materials. A "Beare Green Weald made multi" was chosen for the bricks and although not quite matching the originals for colour and texture, the overall effect is very impressive. They have been laid at an angle of 60° with the slope alternating in each panel, in accordance with the original building, using a dark coloured mortar.

When the roof and external walls were completed, André Freeman was able to move in and install all the main wiring. This was done taking into account future needs when the building reverts to its intended role as phase one of our Museum. Internally, the walls and ceilings have been insulated—many thanks to Sheffield Insulations Ltd. of Tonbridge for some very good prices; the plasterboards have been prepared for decoration on the walls and ceiling.

Other tasks completed are the fitting of doors and frames, reglazing where necessary and, of course, the rendering of the external blockwork and floor screeding. By the end of May the first coat of Sandtex had been applied to half the building. This gives a very good match to our standard cream colour used on Station Buildings. Drainage services have been laid and it is hoped to have the building operational in August.

Catering

This department continues to go from strength to strength, throwing up percentage increases over last year's figures that are hardly digestable. To the end of May total turnover was 51% above that of the same period in 1985.

Last year lunch and tea boxes were introduced and so far this season the demand is so great

that there has been a 170% increase in orders. The 1986 innovation of fresh coffee on the train has been enthusiastically accepted by the passengers to the extent of over £1000 of coffee and cakes sold so far. All this has been achieved without detriment to sales out of Theodora which are 38% up. Last year, the bad news was lower ice cream sales and this has extended into 1986 as the soup and rolls weather continues. However, the sun shone over the late May bank holiday bringing out so many frustrated ice cream lovers that all stock, apart from one or two lollies, had been sold by the middle of Monday afternoon.

With regard to the new building, perusal of furniture catalogues has taken place and the appropriate styles chosen; a quotation recently received is awaiting final approval. Fortunately, it seems likely that we will be able to manage with the catering equipment transferred from Theodora, plus what is in store. It is not intended to buy any more major items unless there is an unprecedented increase in business. Finally, when the new building opens later this year, we shall be looking for more volunteers, so if you enjoy the convivial atmosphere of a busy kitchen or you prefer satisfying customers at the counter, then Manager Ken Lee is the man to contact.

Clearance

Robin Dyce and his gang have now finished jungle bashing at Northiam and their efforts have revealed that we own an extensive area of ground. Brushwood killer has been applied to prevent, it is hoped, a return visit in the near future and the site now awaits the attentions of the "Development Committee".

The line had its annual weedkilling on May 7th and by the end of that month the effects were very apparent. Much of the Department's time has been spent with the erection of the catering building and concreting the area around it.

Over the late May Bank Holiday a Guildford Scout Group started clearing the hedgerow on the car park boundary at Tenterden. In the last few weeks all the old fencing has been removed between the home signal at Tenterden and Cranbrook Road level crossing in readiness for a contractor to install new stockproof material.

During the late Summer period the section between Wittersham Road and Newmill Bridge will be given a tidy-up.



Aerial Ready Mix—Paul Hatcher operating crane No.133 as he swings the cement mixer off the L.N.W.R. Flatrol wagon on to a prepared base, 28th May 1986
[Paul Sutton]

Commercial

It is very pleasing to report that in spite of a very late start to the Spring weather this year, our passenger figures were up by 5% at the end of May, although slightly below budget. Furthermore Colonel Stephens' Railway shop turnover was up by 23% on 1985 and 9% above budget;

catering sales by 51% and 29% over budget. No doubt takings in the collectors coach are also up.

These figures show clearly that the spend per passenger is currently well above the rate of inflation and providing the extra profit much needed to improve and extend the line.



Removing an ex S.R. lattice signal post from the site of Selsdon Station. L to R: Nick Wellington, Ian Legge, Duncan Buchanan, Clive Lowe, 29th March, 1986
[Paul Vidler]

However, on several occasions, particularly on peak days, we have been close to maximum capacity on our service trains and there is a real danger, if we should exceed last year's numbers, that we will have to turn potential passengers away due to our lack of available coaching stock! This would be a very major disappointment after all the efforts that have been made to improve the railway and to market it. Visitors turned away may not come again, and, more importantly, they will probably tell their friends that we are incapable of providing adequate accommodation.

The high point in our commercial activities is again our Wealden Pullman service. All 40 trains which are scheduled to run, including our New Year's Eve Hogmanay Pullman are fully subscribed, thereby leaving just a few weekends available for any extra charter trains which may be taken up to raise our total number of diners to over the 3,000 for the first time.

The only disappointing performance so far this season has been our filming work, which is at present a little below budget, but this is always unpredictable and could well recover before the season is over. In February we provided the location for a five minute comedy film in the booking office at Tenterden, and in March a train was photographed also at Tenterden for the jacket of a forthcoming book entitled 'The Stationmaster's Daughter'. We have, however, one or two enquiries still in hand for television work which, if brought to fruition, will more than cover our shortfall.

Birmingham Railway Museum at Tyseley is lending us its pannier tank number 7752 from mid July to mid September and the engine is expected to be the highlight of K&ESR summer operations.

Locomotive 7752 was built in 1930 and spent most of its working life in the coal fields of South Wales before being sold to London Transport in 1959. The engine had the distinction of working the last steam train on L.T. lines before being purchased straight from service in 1971 by the Birmingham Railway Museum. It has recently received a thorough boiler and mechanical overhaul and it will be put through its paces on the steep gradients on the Kent and East Sussex Railway.

We will be sending one of our 'Terrier' locomotives to Tyseley in 1987 or 1988 in return for Birmingham Railway Museum's generosity in lending us number 7752.

People

Sadly, this Summer we say goodbye to Jack Davey, who, with his wife Doris, is moving from his home in Staplehurst to a new one near Falmouth in Cornwall. Jack joined the K.& E.S.R. in April 1976 and immediately became a member of the Locomotive Department and as well as being a Passed Fireman, is our only Shed Engineman. Steam will not be far away from his new home, as Falmouth Docks still has an active 0-4-OST on its books; Hawthorne Leslie No. 3597 of 1926. This is a coincidence for Jack, as for 25 years he was a locomotive driver for the P.L.A. in the Royal group of docks in London. In its heyday it boasted 28 locomotives and 300 miles of track, which controlled by 3 boxes was fully signalled. Naturally Jack is remaining a member of the Railway and will visit the K.& E.S.R. whenever he is back in Kent.

Permanent Way

With the Winter programme successfully completed, work is concentrated on jacking and packing the worst sections of the line, the most significant part being Willow Curve which has sunk by nearly two feet in places.

Wittersham bank was closed for two weeks at the beginning of May to allow fastenings to be tightened. As plant hire was involved it was economic to shut this section for a short time rather than hire the equipment at intervals over a long period. The work is now complete and the way to Hexden Bridge opened again.

The major project being undertaken at the moment is the thrust boring of a new pipe under the embankment known as the "Rabbit Warren". By Kent & East Sussex standards this is a very large undertaking, involving considerable expense. However future flooding at this point will now be avoided.

Future commitments include the replacing of the crossovers at Rolvenden and Wittersham, as well as the continuing work of jacking and packing. We are always pleased to welcome new members to our gang—"many hands etc." and remember this is the Department where you can get a tan and build up muscles while watching the trains wheeze by!

Signals and Telegraph

Discussions are continuing with the Department of Transport regarding the Rolvenden signalling installation and the method of block working for the whole line. Work will commence at Rolvenden in the Summer months at

the Wittersham Road end of the site; most of the point rodding, cranks compensators and signal wire wheels needed have been overhauled at Tenterden. Two S.R. ground signals and one tubular post, which will be used as the Up Outer Home signal, have also been restored at Tenterden and await installation at Rolvenden.

Graeme Richards has commenced renewing the cables between Tenterden signal box and the yard stop boards, telephones and buffer stop lamps. Work will also be started soon on the installation of concrete troughing and the renewal of the cable between the box and the Up Home signal.

Many thanks are due to Stan Collier who is constructing a new balcony for Tenterden signal box.

In connection with the civil engineering works at the "Rabbit Warren" a temporary site telephone has been provided. In addition, it has been necessary to disconnect and remove the overhead wires from the telegraph poles to allow for plant access to the site.

Over the Winter months Chris Lowry fitted an additional, third, crossover to the 55 telegraph poles between Rolvenden and Wittersham Road. A further pair of wires has been installed to provide a line which will ultimately be used by the Permanent Way Department yard telephone at Wittersham Road. Assistance is required for the task of creosoting the bases of 40 telegraph poles along the line. Please contact Chris Lowry at Tenterden if you are interested.

Neil Edwards is continuing to carry out alterations to the Rolvenden telephone exchange in readiness for the installation of the new one at Northiam.

Members of the Department have made a number of expeditions to collect redundant S & T equipment. During March and April four visits were made to Selsdon, on the Oxted Line and at least 10 people attended on each occasion. Two S.R. lattice signal posts, assorted fittings and a large quantity of concrete troughing were collected, enough to fill a 20 tonne trailer and two smaller lorries. Many thanks to Clive Lowe for providing transport at very favourable rates. We have also been to Three Bridges for scrap cable and to Faversham to collect 28 four feet long concrete horses or "nasties". Thanks are due once again, to Kevin and Sue Jarvis for providing transport on these occasions.

It is anticipated that visits will be made to Wadhurst in the near future to obtain the now redundant signal box. It is hoped that this building will eventually be re-erected at Northiam.

News from Area Groups

Ashford During the Winter and early spring, Group members were engaged in carefully dismantling the railway carriage bungalow in Ashford mentioned in the last edition of *The Tenterden Terrier*. Their efforts were recorded on TVS Coast to Coast when the Area Chairman was interviewed by the lovely Cathy Alexander and there was also a write-up in the *Kentish Express*. Those who saw the television coverage will have noticed the thick snow outside the windows and the weather was so cold that the television cameras froze up on the first attempt at filming, and this had to be repeated on the next day!

Ashford Group is again joining Maidstone at the Kent County Show with a 7¼" gauge railway, pump trolley and sales stand. We are also combining with them in a visit to the Great Eastern Railway Museum at North Woolwich, on 25 June, including an additional excursion to the Royal Victoria Docks to view progress on restoration of Merchant Navy locomotive number 35010 "Blue Star".

The Model Railway Exhibition held in March was most successful with 1,200 people attending. A profit of £285 was made which is going towards the coach restoration project and the sale of scrap and fittings from the bungalow has raised a further £60 so far.

Regular meetings on the third Wednesday in the month at British Rail Social Club, Beaver Road, Ashford are well attended and if you would like a programme, please contact Group Chairman Eric Graves on Ashford 23687.

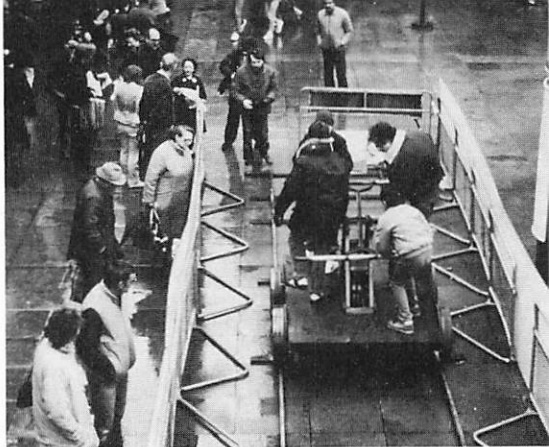
Croydon and Sutton Between 16th and 22nd March the Group mounted a major promotion in the Whitgift Centre, Croydon. The Maidstone Area Group's pump trolley was borrowed for the week and was on display in the Centre on its 60 foot length of light-weight track neatly fenced in with crowd control barriers to ensure security. The whole of the area was covered in K&ESR posters. On the Thursday evening and all day Saturday of that week the pump trolley was operating with Group members in attendance giving rides to children. Despite the bad

weather, no less than 1,004 children were carried, the bulk of them on the Saturday. Additionally, some 1,500 timetables were given out together with another 2,000 leaflets printed especially for the Group and offering 10% discount to visitors to the Railway. All in all, the promotion was a great success—it now remains to reap the benefits by way of increased passenger figures. The Group would like to thank the manager of the Whitgift Centre, Mr. Arthur Lawrence for his help; the Maidstone Area Group for the loan of the pump trolley; K&ESR driver Colin Edwards for his assistance in liaison with Maidstone and Cliff Wicks for his help in transporting the trolley and assembling the track. However, most credit is due to the members who turned out in appalling weather conditions to convey the Kent & East Sussex message to the public.

On Sunday 20th April, Radio Croydon D.J. Steve Little visited the Railway where he spent the day recording the following week's "Steve Little Saturday Show". The weather was kinder on this occasion and he spent the day interviewing both passengers and staff, with requests for popular records being made by all concerned. The following Saturday when the show was 'On the air' the policeman in the Whitgift Centre was seen on his beat with a smug grin on his face mainly due to the number of times he heard 'The Kent & East Sussex Railway' during the course of the 3 hour programme. The small community radio claims a listening audience of 1.3 million people per week!

The Festiniog Railway celebrates its 150th Anniversary this year and a John Huntley Archive Film Show held on Monday 12th May was devoted to this and other narrow gauge railways. The Area Group sales stand was in attendance and a great deal of interest was shown by the large crowds with a satisfying quantity of books sold and leaflets distributed. As these shows can be relied on to draw many railway enthusiasts it was thought opportune to try and increase our membership, and thus workers, by appropriate advertising with a notice advising interested persons to form an orderly queue whilst waiting to offer their services! Whether this ploy will work remains to be seen but it is hoped at least two or three 'armchair gricers' will become working K&ESR members.

At long last the GER 6 wheel coach is in the C&W workshop! This happened earlier than planned due to an operating space requirement but now it's in, the Area Group is hoping that



The Croydon and Sutton Area Group's pump trolley display at the Whitgift Centre, Croydon, March 1986
[Allan Sinclair]

C&W Manager Paul Ramsden will view the project with sympathy, and keep it in the shed until virtual completion. This will allow the few regular stalwarts to continue their excellent progress and, perhaps, encourage other members to get involved. The compartment partitions have been completed and work now proceeds on the roof ventilators and gas lamp holders.

A couple of administrative changes have occurred within the Group. Penny Johnson has taken up the role of Programme and Membership Secretary whilst Allan Sinclair, who was formerly Group Secretary, has now become the Area Group Publicity Secretary with particular responsibility for advertising and talks. Penny's role will be to bring a fresh approach to the monthly programme and her efforts so far have produced a number of both interesting, and amusing, speakers. Mark Justice retains his position as Treasurer.

Accompanying the Summer mailing will be the entry forms for the Group's Photographic Competition. A distinguished panel of judges has been carefully selected to examine the entries and thus ensure that everyone who enters may have a chance of winning one of the excellent prizes. The Area Group invites all members, whatever their age or photographic experience to 'Have a Go' and make the competition a huge success.

The Area Group meets on the last Tuesday of every month, in the upstairs room of 'The Ship' Public House, High Street, Croydon which is only a few minutes walk from East Croydon Railway Station with its fast and frequent service to and from Victoria. A modest £1 attendance charge is made to help pay for the

room and CAMRA enthusiasts will find about 18 real ales on sale at the bar downstairs. New members and visitors from other Area Groups will receive a warm welcome.

Maidstone Two weeks before the commencement of the 1986 services, publicity material was circulated to hotels, insurance offices, banks and shops within the area. Special thanks to Jack Fox, who despite relinquishing the post of Publicity Officer last year, has continued to cover the Harrietsham and Ulcombe locations and has also helped on various mid-week tasks which would have proved difficult to complete as everybody now on the committee is working during the day.

The Group staged a one day publicity event at the Stoneborough Shopping Centre on Saturday 19th April. The "Never Stop" model railway was on show, flanked by the publicity stands. Hopefully the interest shown by the large numbers of onlookers has had some effect on passenger traffic. One lady even asked if she could catch the Terrier from Maidstone East to Hastings!

Our publicity stands have undergone a revamp, the boards have been repainted and a new table, hinged in the centre, has also been commissioned which means we can now use a car boot instead of relying on the availability of an estate or hatch back vehicle when travelling to events.

Earlier this year 'Railway Time' arrived at the Locomotive Department's mess room at Rolvenden after an ex B.R. Midland Region wall mounted clock was donated by David Munn. A new part was financed by the Group which enabled the movement to start after many years of neglect. The sale of wastepaper is the main source of Maidstone's fund raising activities and a timely' (excuse the pun) reminder that members may leave newspapers and magazines etc. in the trailer parked on the station forecourt. We are indebted to Peter Martin who in his lunch break walks down to the station and stacks the wastepaper neatly ready for transportation. Once again most of this year's revenue will be donated towards the cost of catering equipment for use in the 'new' building.

The annual joint venture between the Groups of Ashford and Maidstone will take place at the County Show on 10th-12th July. A full report in the next issue of *The Tenterden Terrier*. Monthly meetings resume after the Summer

break at the Kimberly-Clark Social Club, Tonbridge Road, Maidstone on September 24th and thereafter on the last Wednesdays of October and November only at 7.30 p.m.

Thameside During the closed season members undertook many tasks on the Railway, including the annual chore of topping up the grease reservoirs on the six flange lubricators installed along the running line.

Several group members were actively involved in the Ladies Day weekend on 4th/5th May. Sue Jarvis, Beverley Prior and Sue Whybrow were on various footplates, Nicola Sime was a travelling Ticket Inspector and Clare Eggleton looked after the green flag and whistle.

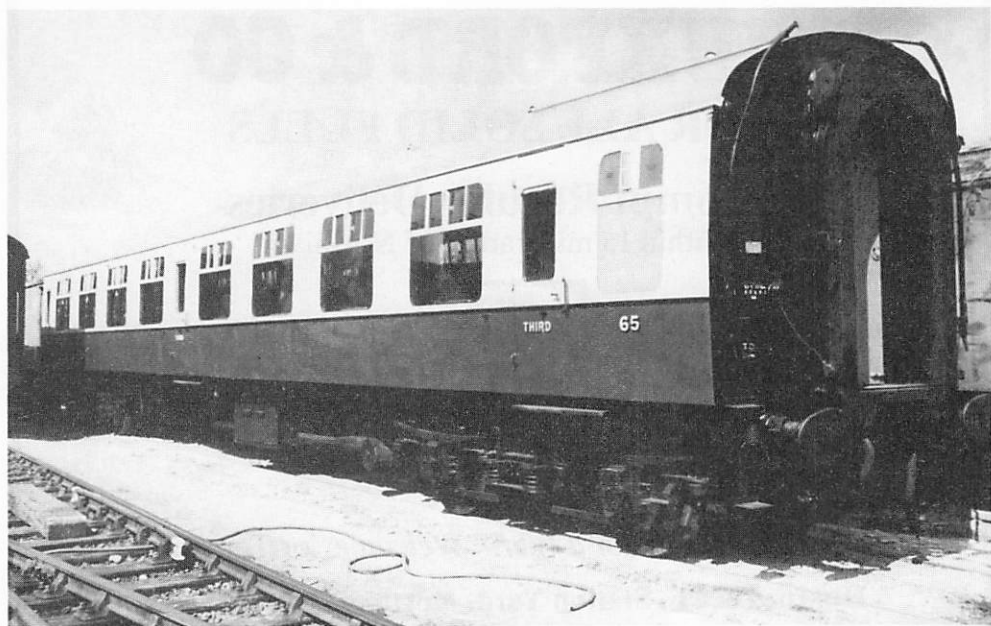
Bob Gilbert continues to labour away on the G.E.R. 6w coach with assistance from the Croydon & Sutton Group, to whom thanks are warmly extended. Work on this vehicle takes place on a fortnightly basis and Bob is always keen to have some more help and he can be contacted on 01-857-3651.

The group organised an open weekend at Bodiam Station on the Sunday and Monday of the late May bank holiday. Sales of railway souvenirs amounted to £38, "Steaming Home" raffle tickets to £32 and £110 clear profit was realised by sales of refreshments, bric-a-brac, books and records plus, of course, the ever popular pump trolley rides. A similar event will be arranged for the August Bank Holiday.

On the social side, a most successful Dinner Dance was held at the Albany Public House, Bexley, with about 70 people attending. Many thanks to Kevin and Sue Jarvis for organising such an enjoyable evening. The quiz with The Weald Area Group due to take place on April 8th was cancelled and a new date has not yet been fixed. The monthly meetings at the Albany have been well attended with "full houses" for Bob Todd's Archive Railway Films and also for Dave Baker showing how railways should be run, courtesy of British Transport Commission Films!

The Group is always looking for new members in the South East London and North West Kent areas—the latest recruit joined on February 26th when Neil and Nicola Sime's daughter Helen became a member. Those interested in Thameside Group activities should contact Kevin or Sue Jarvis via Tenterden Town Station.

Rolling Stock Restored



Repaired and repainted T.O. No.65 stands in the sunshine at Tenterden, 28th May 1986[Paul Sutton]



Having served as the "Collectors' Coach" for some while, ex S.R. G.B.L. (KESR No.77) was given a full repaint in Southern Livery at the end of 1985, 28th May, 1986 [Paul Sutton]

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From a Marketing Point of View

By Public Relations and Marketing Manager, Mark Toynbee

"I do not see the Railway today as a transport undertaking but as a stage, an illusion, an entertainment . . ."



[Brian Stephenson]

When I added the role of Marketing Manager in 1984 to my duties as Public Relations Officer, a post I had held for three years, my main objective was to break out of the straight jacket of stagnant or falling passenger numbers which had dogged the Railway since traffic peaked at around 50,000 in 1980. Our researches indicated that it was perceived in the minds of the public at large that we were a rather boring and featureless railway, relatively unknown outside our immediate catchment area and lacking the basic facilities demanded by families when they visit any tourist attraction. Enthusiasts are always made most welcome at Tenterden but they constitute only a tiny fraction of the numbers that come week after week to travel on our trains and, most importantly, spend money in the shop and buffet.

Marketing can only be successful over a period of time if the product is right and at the end of 1982 steps were taken to instigate a programme of improvements to correct long-standing weaknesses.

Firstly, a modern toilet block was built at

Tenterden; incredibly, prior to this, there had been no facilities at all for ladies apart from 'on train'. This hardly enticed family visits, but no Colonel Stephens station ever boasted a ladies! Plans for a new catering building could not be implemented at once, but by the simple expedient of opening up the station yard entrance door to the Pullman buffet car and by arranging rustic picnic tables in the yard, visitor access and seating, and hence turnover, was considerably increased. Likewise, an enhanced range of on-train catering, including real coffee in china cups, raised revenue. It remains a priority to introduce buffet bar facilities and first class accommodation on trains to improve further the quality of scheduled services.

As a result of sterling efforts by the locomotive department, the variety of motive power was considerably enhanced with the return to service of the USA tank in 1985 and the two terriers in 1984. The adoption of varied liveries saw us finally and thankfully break the mould of uninteresting Austerly tanks in identical green livery. The introduction of two train service, initially on Bank Holiday weekends and now on peak summer Sundays has provided more interest for visitors and proved most popular, as well as being more fun to operate. The introduction of vintage rolling stock in varied liveries will finally see the standard product well and truly on the right track. The restoration of the Transport Trust saloons is a priority, allowing us to exploit the top end of the visitor market and apply the high standards of individual service on our service trains that has made the 'Wealden Pullman' the market leader for on-train catering. Whether by volunteers or contractors, these special vehicles must be restored, for, correctly marketed, they have the potential to earn us thousands of pounds of extra revenue every year.

During the first ten years of preservation, the K&ESR lacked a corporate identity—never a top priority when profits are easy to earn, but essential if public awareness is to be actively cultivated in a competitive environment. I do not see the railway today as a transport undertaking, but as a stage, an illusion, an entertainment. The staff are the actors and the visitors our audience. We are quaint and charming with a long and colourful history of independence which makes us a rare animal in

the annals of railway lore. We can exploit our history, our 'founder' the Colonel, and the fact that we are half of a whole railway, not a tiny part of some huge mainline undertaking. Impressive though the Bluebell undoubtedly is, the splendour of the Southern Railway cannot be created in five (or even ten) miles of country branch line. We can and do recreate the charm of the Kent and East Sussex in the same length.

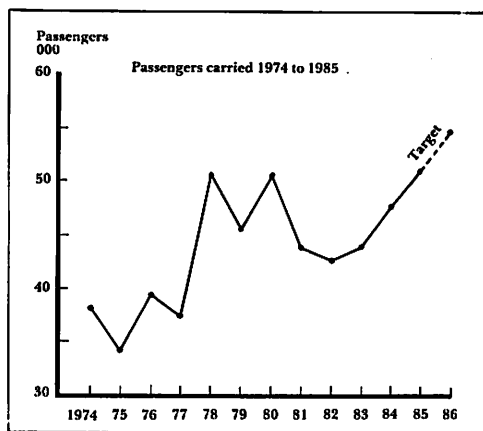
One of the earliest measures was to re-design timetables, membership leaflets, display units and all media advertising including the immediately recognisable 'Sutton and train' logo, adapted to meet various requirements. The overall aim has been to maintain a high profile within a fifty mile radius of Tenterden, combining regular news stories for the press with limited advertising. We now sell Tenterden as the destination, and in conjunction with Tenterden Vineyards, promote ourselves as 'Tenterden's Two Top Attractions'. We coined the phrase 'Discover Tenterden, Jewel of the Weald' to launch the town's visitor guide in 1985 and it seems to have stuck, even being used by Kent County Council tourism department to promote the area! Extensive media coverage has saved thousands of pounds in advertising over the last five years. A joint advertising scheme under the "Seven Wonders of the Weald" emblem links us with local attractions including Battle Abbey, Bodiam Castle, Great Dixter, Biddenden Vineyards, Finchcocks and Scotney Castle. 100,000 leaflets are printed each year and distributed over a wide area, effectively reducing certain advertising to 1/7th of its cost.

Advertising is pitched towards middle class family groups, buying an all-inclusive ticket (currently £6.25) to travel on the train and maybe spending upwards of £10 during the course of their visit. Fare discount vouchers are incorporated in a number of advertisements and whilst a relatively small number are presented, they have enabled us to measure fairly accurately our main geographical areas of support.

The overall marketing budget is currently £11,000 per annum and from this we generate more than £¼million revenue. The most expensive single item is the timetable, of which 120,000 are printed. The 1986 edition was agreed with the traffic departments in September last year and printed in October. It was mailed to tour operators and group organisers in November, months before most

tourist attractions and certainly before any other railway, had its 1986 information available. As a result, coach bookings show a healthy increase over 1985.

A monthly delivery of leaflets is made to some 42 Tourist Information Centres in Kent and Sussex, a two-day chore running up more than 500 miles every time. A joint leaflet holder has been designed and produced with Tenterden Vineyards for use in Tourist Offices, camp sites and hotels and has proved popular in these outlets.



In 1985 a revamped programme for schools was introduced, promoted as 'Educational Study Days', the emphasis being on activity and on the history of railways. In a sense the train ride, although an essential part of the package, is incidental and school visits are arranged by request on non-operating days. Various features and items of equipment around Tenterden Station site have been given descriptive signs. Classroom tuition is provided by a group of helpers under the direction of Dr Gerald Siviour, a college lecturer, who moved to Tenterden last year, by coincidence just when we were seeking an Education Officer to co-ordinate and develop our education package. All schools within 90 minutes travelling distance of Tenterden (more than 3,000) have been circulated and a group of more than 200 teachers were recently entertained at Tenterden and given details of what we, and our friends at Tenterden Museum, can offer. In consequence bookings for school parties in 1986 are well on target to reach the figure of 5,000 compared with 3,500 in 1985. A project pack, covering 12 major topics, has been

produced and sells for £3. Its aim is to provide background details on rail transport for teachers and students, especially those studying for the new GCSE exam in transport.

A 25 minute video, telling the story of railways in the South East, using the K&ESR as an example, has just been made in conjunction with Kent Education Television and is available for hire to schools in advance of their visit. It will also be shown in the Study Centre as a free attraction for visitors on operating days.

Special events have long featured in the Railway calendar and in the early years were generally profitable despite the vagaries of the weather. However steam and craft fairs have become so commonplace in recent years that there is not a weekend without a major show in our catchment area. Nevertheless small low-budget attractions such as "Ladies Days", "25 Years On", "September Steam-Up" and the more ambitious but relatively low-cost "Steaming Home" have proved their worth in attracting additional custom.

Coach tours have hitherto contributed a relatively modest part of our traffic and in order to rectify this an Inclusive Tour has been devised in conjunction with Tenterden Vineyards incorporating train ride, English Wine tasting, vineyard tour and ploughman's lunch. Details were mailed to 1,000 coach operators, followed up with personal visits to a number in selected areas. The response is most encouraging, proving that the Railway on its own, is of insufficient interest. Coupled with another attraction, the story is different and following this year's pilot scheme, a selection of Inclusive Tours will be introduced for 1987 and beyond.

New directional signposts were erected on all major roads into Tenterden in 1985 and more have been applied for. Their cost (£125 each) has been more than offset by comments from visitors who have commented that finding us is now much easier. They have also attracted additional passing trade. Car parking remains a problem and recently a meeting was arranged with Ashford Borough Council and, subject to planning consent, all-weather parking should be provided later this year. The new buffet, now under construction at Tenterden, will enable us to provide quality catering on a far more extensive scale than has been possible within the confines of a Pullman coach.

1987 will see a more positive approach to

membership recruitment. An introductory pack for new members is being introduced, with emphasis on involvement and contacts for the new volunteer. It is hoped to launch a Children's Club for six to eleven year olds, with its own distinctive character as its mascot, newsletter, club badge and special offers. In addition discussions are being held with Walt Disney (UK) about revamped Children's Days in coming seasons using popular Disney characters.

Looking to the future, the timetable needs to be expanded with more mid-week operations. The present timetable is fast reaching capacity (already exceeded at peak times) and the signalling and passing of trains at Rolvenden will allow more frequent services to be operated, as well as providing far more interest and variety. Tenterden Town Station must continue to be developed to cater for the visitor with the planned museum, interpretation centre, restaurant, having high priorities. Even a children's play area with slides, swings and climbing frames would not be out of keeping. Indeed, it should be possible to open all these facilities daily when trains are not running. On present levels, it is anticipated that some 30,000 people visit the station on non-operating days—and that's a great deal of revenue being lost. With the present trend for Activity Break holidays, there is a market for training sessions, in conjunction with a local hotel, for people to pay us to give them two-day training in the art of engine driving, guarding, signalling. Tenterden is changing with the district becoming an important centre of commerce as companies move out of London with the anticipation of the Channel Tunnel. This presents new opportunities for business promotions using our on-train and on-shore facilities. If the museum is built with a lecture theatre, we would be the only establishment in the Tenterden area able to offer this facility. Add our own catering, Pullman train and ample parking, we would be able to offer a very high quality venue for small conferences and business meetings. The future IS exciting, but we must continue to look ahead and be unafraid to grasp commercial opportunities and exploit new markets. Failure to do so will inevitably see our railway slip back into mediocrity.

Mark Toynbee is a Director of a marketing agency, Caxton Advertising Limited, which specialises in promoting tourist-orientated businesses. He acts for several other private railways in the country and also for British Rail.

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The Ashford Carriages

Ashford Area Group Chairman Eric Graves reveals some details of the coach bodies mentioned in the last edition of *The Tenterden Terrier*—a unique collection which have been in use as a bungalow at Ashford for over 60 years.

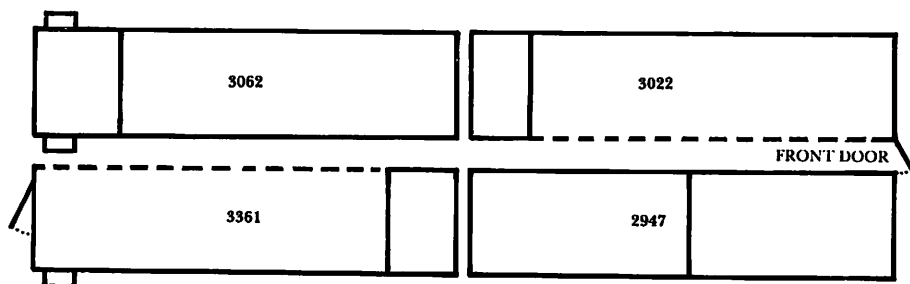
Internal dismantling of the panelling and removal of wallpaper has revealed that all four vehicles are in their lined dark maroon S.E.C.R. livery and discovery of the carriage numbers has allowed some of their past history to be traced. The details have kindly been supplied by David Gould.

Of the four carriages, the 4 compartment Second No. 2947 and the brake Third No. 3062 are virtually complete. The former is interesting in that it was built at Ashford by the S.E.C.R., but to a Chatham design. It is the only one of the fourteen built known to have survived. The brake third No. 3062 has the divisions between the three compartments removed, but the

guard's compartment is complete and even has the 'duckets' on each side, still with the glass in place.

Very regrettably No. 3361 and No. 3022 each have most of one side cut away, and this is particularly sad in the case of the latter, the 5 compartment Third as no other example is known to exist. At 25 ft. long by 8 ft. 6 in. wide, a 5 compartment 50 seater, one wonders just how ten people managed to squeeze into a space measuring 5 ft by 8 ft. 6 in. One compartment survives intact, and it is proposed to restore this to show what third class travel was like 107 years ago.

So far suitable underframes have not been



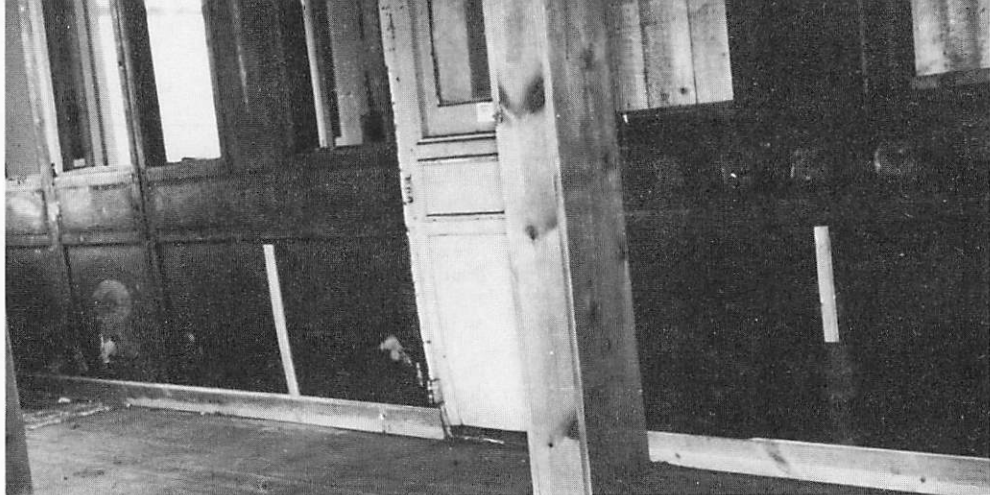
3022 Built by L.C.D.R. January 1879 as 3rd Class No.68. Re-numbered 502 in May 1899 and again re-numbered 3022 in October 1906. Weight 7 ton 17cwt. Electric light fitted 8/99. Body 25'-0" by 8'-6" 5-compartment close coupled 50 seat 4-wheel. Withdrawn May 1921 Body sold to Mr. Larkin, of the Mechanics Institute for conversion into the bungalow, August 1921. Underframe broken up July 1921*.

3062 Built L.C.D.R. May 1888 as Brake 2nd No.108. Transferred to Brake 3rd No.108 in January 1891. Re-numbered 3062 in March 1903. Weight 8 ton 8cwt. Electric light fitted 8/03. Body 26'-0" by 8'-0" (9'-0" over duckets) 3-compartment close coupled 30 seats 4-wheel. Withdrawn July 1921 Body sold to Mr. Larkin August 1921. Underframe broken up August 1921.

3361 Built by L.C.D.R. May 1890 as Brake 2nd No.52. Re-numbered 3361 in February 1903 and downgraded to Brake 3rd at the same time. Weight 8 ton 8 cwt. Electric light fitted 2/03. Body 26'-0" by 8'-0" (9'-0" over duckets) 3-compartment close coupled 30 seat 4-wheel. Withdrawn July 1921 Body sold to Mr. Larkin August 1921. Underframe broken up August 1921.

2947 Built by S.E.C.R. August 1901 to L.C.D.R. design. One of a batch of 14 built to strengthen Chatham suburban close coupled trains from 10 to 11 coach trains. 2nd Class 40 seat 4-compartment 4-wheel. Weight 8 ton 15cwt. Electric light fitted 8/01. Body 26'-0" by 8'-0" Withdrawn July 1921. Body sold to Mr. Larkin Underframe broken up August 1921. Others of this type were converted for use on the Canterbury & Whitstable section.

* The building that was the Mechanics Institute still survives inside the Gateway at Newton Works, Ashford.



The outside of S.E. & C.R. 4W 2nd No.2947. Note: L to R: Class No., carriage No. and Company lettering. February 1986
[Eric Graves]

obtained and, with the problem of storage at Tenterden, the current proposal is that they be used for the time being as mess and storage facilities at the rear of the rebuilt Maidstone Bus Office, suitably protected. This will allow time for purchase of underframes and for space to be made available in the carriage shed for full restoration.

Serious students of the S.E. & C.R. are drooling

over our find and can hardly wait for them to see the light of day. We have acquired, in what is another 'first' for the Kent & East Sussex, the only S.E.C.R. coaches known to exist still with large amounts of their original livery left untouched.

This should enable some current arguments about the exact shade of Maroon then used to be settled.

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Through Carriage to Tenterden Town

One of the most obscure aspects of the Kent & East Sussex timetable in the late 1920's, was the reference to a through carriage from London to Tenterden Town via Robertsbridge. The service seems to have commenced with the Summer timetable for 1929, as it appears in Bradshaw for July of that year, but not in the early months, nor in the March 1929 timetable for the line issued by the Kent & East Sussex Light Railway Company. After 1929, all reference to the facility disappeared entirely from Bradshaw and K&E.S.R. timetables for the period have, unfortunately, not survived in the Railway's archives.

The footnote “through carriage to Tenterden Town” is shown against the 5.12pm Cannon Street to Hastings trains on Mondays to Fridays and the 5.20pm Saturdays only from Charing Cross, departing from Robertsbridge at 6.45pm. Arrival at Tenterden was timed for 7.23pm and there is a further footnote to say that the train would run through to High Halden Road and Biddenden with passengers beyond Robertsbridge, arriving there at 8.05pm. Biddenden passengers would have paid very dearly for the privilege of not having to change trains, as the 6.15pm departure from London via Headcorn was due there at exactly the same time as the Robertsbridge service, which left London more than an hour earlier. Presumably, it returned to Tenterden as an unadvertised empty working later in the evening.

Bradshaw is at its most eccentric in not referring to a through carriage in the other direction, but K&E.S.R. driver, Jack Hoad, who was working

on the line at the time, recalls that it was the 9.51am from Tenterden Town, arriving Charing Cross at 12.00 noon—a fast working by K&E.S.R. standards, especially via Robertsbridge. Assuming this to be correct, Bradshaw is wrong in referring to the 9.51 am as a “motor car” (railbus) service, as the requirement would have been for a steam train.

Jack Hoad remembers coupling up and detaching the coach at Robertsbridge and stabling it at Rolvenden overnight. The facility seems to have been aimed at shoppers with heavy luggage, as the timings would have been quite unsuitable for business commuters, even if there were any in 1929. However, with the “down” platform at Robertsbridge being immediately adjacent to the K & E.S.R. bay, the arrangements made little sense anyway.

Douglas Davis, an independent consultant, who was requested to submit a private report on the working of the line to Colonel Stephens in 1929 wrote "the concluding criticism we would make of the passenger service is the running of a through coach from London to Tenterden Town via Robertsbridge. This coach is one of the latest type of Southern Railway coaches and is attached to a steam train hauling three K & E.S.R. coaches together with a number of goods wagons. The strain on the engine which hauls these trains is enormous, the one Southern coach alone weighing almost as much as the engine, the track suffers accordingly. As a rule there are few passengers indeed who travel by this coach and there are still fewer who make the return journey in it"

ROBERTS BRIDGE, TENTERDEN TOWN, and HEADCORN.—Kent and East Sussex.																				
Miles from Robertbridge.	Down.	Week Days only.																		
		turn	turn	turn	turn	aft	mn	2	30	aft	2	15	aft	mn	aft	2	30	aft	mn	
	Charing Cross Station.	turn	turn	turn	turn	aft <td>mn</td> <td>2</td> <td>30</td> <td>aft<td>2</td><td>15</td><td>aft<td>mn</td><td>aft<td>2</td><td>30</td><td>aft<td>mn</td></td></td></td></td>	mn	2	30	aft <td>2</td> <td>15</td> <td>aft<td>mn</td><td>aft<td>2</td><td>30</td><td>aft<td>mn</td></td></td></td>	2	15	aft <td>mn</td> <td>aft<td>2</td><td>30</td><td>aft<td>mn</td></td></td>	mn	aft <td>2</td> <td>30</td> <td>aft<td>mn</td></td>	2	30	aft <td>mn</td>	mn	
322	London. dep.	7	30	9	22	10	18	2	10	2	22	3	10	3	15	3	10	3	15	
322	(Cannon St.)	7	30	9	22	10	18	2	10	2	22	3	10	3	15	3	10	3	15	
322	(Ladb. B'dge)	7	30	9	22	10	18	2	10	2	22	3	10	3	15	3	10	3	15	
330	HASTINGS.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
	Robertbridge. dep.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
3	Junction Road	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
4	Bodiam, for Staplecross.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
4	Norham A.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
10	Wittersham Road	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
13	Bolenden.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
15	Tenterden Town.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
16	Tenterden St. Michaels.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
18	High Halden Road	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
20	Biddenden	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
21	Frittenden Road	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
24	Headcorn 322, 330. arr.	7	43	10	34	12	8	2	10	2	22	3	10	3	15	3	10	3	15	
67 1/2	330 London (Ladb. B'dge) wt.	10	3	11	36	2	53	7	10	7	2	8	7	2	8	7	2	8	7	2
68	330 " (Cannon St.) "	10	3	11	36	2	53	7	10	7	2	8	7	2	8	7	2	8	7	2
69 1/2	330 " (Charing X.) "	10	3	11	36	2	53	7	10	7	2	8	7	2	8	7	2	8	7	2

A Station for Beckley and Southurst.
B Rous through to High Halden Road and Biddenden with passengers from beyond Robertbridge.
C Departs at 10.25 m.m. on Saturdays. M Motor Car, one class only. N Stops to set down.
U Through Carriage to Tenterden Town. Y Departs 10.33 m.m. on Saturdays.

HEADCORN, TENTERDEN TOWN, and ROBERTSBRIDGE.—Kent and East Sussex.

[illegible]

A Station for Beckley and Sandhurst. **g** Arrives Hastings at 4 24, London Bridge 6 10, and Cannon Street at 6 18 aft. on Saturdays. **h** Runs through to Wittersham Road and Northiam with Passengers from beyond Headcorn. **e** Except Saturdays. **i** Arrives at 7 15 aft. on Saturdays. **j** Departs at 2 15 aft. on Saturdays. **m** Motor car, one class only. **k** Saturdays only. **z** Departs London Bridge at 2 27 aft. on Saturdays. **x** Arrives at 5 29 aft. on Saturdays.

The through carriage may well have survived with limited advertising into the early 1930's, although no photographs of it have ever come to light. From the passengers point of view, a train via Headcorn would have made more sense, but undoubtedly created insuperable operating difficulties at Headcorn itself.

As with so many anecdotes surrounding the K & E.S.R. the mystery remains. Could it be, however, that Colonel Stephens' secret objective was to provide smart, modern carriage accommodation on the line at little or no cost to himself?

Philip Shaw

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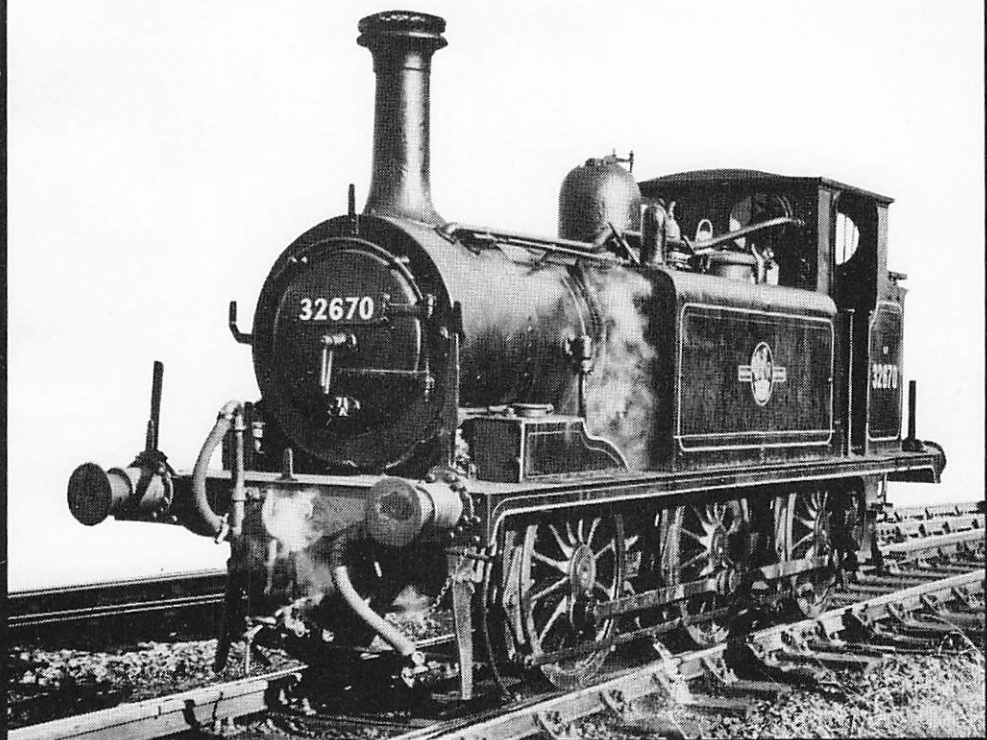
Rambling by the Castle

Terrier locomotives "32670" formerly Poplar and Bodiam (left) and "DS 680" formerly Waddon and five coaches including our own pullman car No. 184 "Theodora" (carriage second from left) on Ramblers Association excursion train passing Bodiam Castle on 18th October 1959. Waddon is now preserved and on exhibition in Montreal, Canada. Can this scene be repeated? J. Spencer Gilks





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Junction Road for Hawkhurst...Salehurst for Psalms

When the Rother Valley Railway opened in 1900 it had three intermediate stations—Bodiam, Northiam and Wittersham Road. Bodiam Station was the only one of the three really to justify its title as it was within sight and easy walking distance of the village and castle whose name it bore. Northiam was a good mile and more from its namesake and considerably further from Beckley and Sandhurst whence intending travellers were also invited to alight at Northiam. Wittersham Road was, admittedly, on the road to Wittersham but since the road was a good three miles long might more reasonably have been named after the nearby property of Maytham or the village of Rolvenden Layne.

Road access seems to have been a decisive factor in the location of the Rother Valley stations even to the extent that in its account of the opening of the line the *Kent County Examiner & Ashford Chronicle* invented an entirely new station of Robertsbridge Road in addition to the genuine Robertsbridge Station! Perhaps the author was misled by the delay in opening the gates at Northbridge Street level crossing into believing that he was at a legitimate stopping place. Although there was never to be a Robertsbridge Road Station the writer was not far off the mark. The line between Robertsbridge and Bodiam was destined to receive not one but two additional stopping places.

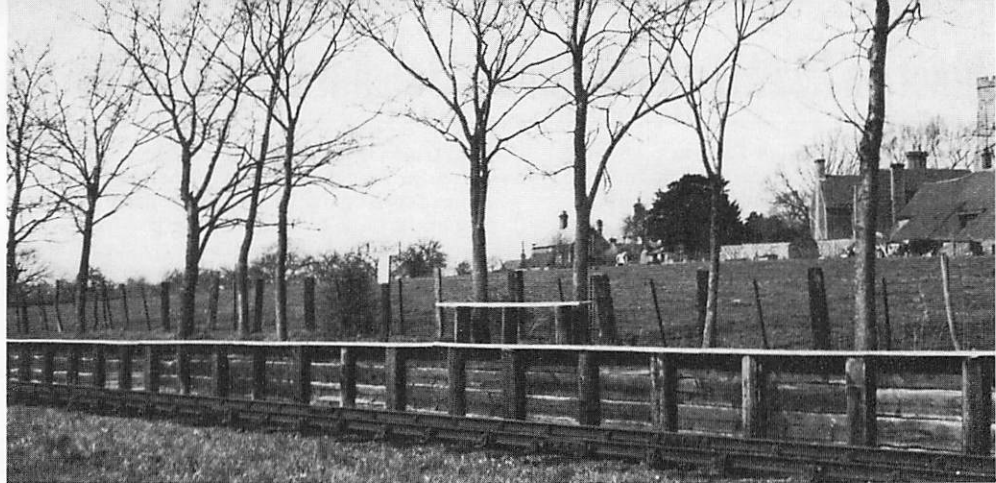
A mile from Robertsbridge stands the village of Salehurst. Even though this hosts Robertsbridge's parish church it was presumably considered too short a distance between the two settlements to justify a station when the line was first planned. Salehurst was not entirely ignored by the Rother Valley (Light) Railway Act 1896, however, as the Act contains numerous provisions for the protection of adjoining landowners. In particular, Section 8 of the Act, noted as 'For the protection of the Bantony Estate' contained the following provision: "The Company shall construct a siding and properly effect a junction thereof with the Railway No.2 by this Act authorised in either of the properties 1146 or 1148 on the Ordnance Map in the parish of Salehurst with proper access to the aforesaid road to be constructed by the Company as provided in paragraph 7 of this section and shall for ever after maintain the same and the said junction and shall keep available for the exclusive use of the owner and the tenants of the owner a sufficient length of such siding to accommodate

four trucks being loaded at the same time by the owner or the tenants of the owner and no charge shall be made by the Company for the use of the same but such siding shall for the purpose of railway rates and charges be deemed to be a siding belonging to the owner."

The siding was included in the *Railway Clearing House directory* but seems to have attracted little use apart from that recorded in *The Tenterden Terrier* No.9 where a farmworker recalled collecting 'shoddy' for hop manure for the adjoining Abbey Farm which was brought, two truckloads at a time, to the siding in the period after the First World War. Salehurst traffic was always included for the line's returns with the traffic at Bodiam.

It was not until 1902 that the possibility of passenger traffic at Salehurst was raised. Board of Trade file MT6.1149/2 at the Public Records Office opens with a letter to the Board from the vicar of Salehurst, the Reverend Edward J Sing. This is an enquiry as to whether permission could be given for Rother Valley trains to stop at Salehurst Siding on Wednesdays and Sundays to allow his Organist to alight there. He explained that a Miss Elsam of Ockham near Bodiam was obliged to travel on to Robertsbridge from where she had to return on foot. This not only meant that she was often late for services but that in bad weather she would arrive wet and muddy. Since Salehurst Church stood but a meadow away from the line it is easy to imagine Miss Elsam's distress at being so near and yet so far from her destination.

The Board's reply to the vicar indicated that it was the Railway's responsibility and not theirs in the first instance to decide where trains should stop. Possibly they sent copies of this correspondence to the Rother Valley or perhaps the vicar took the matter up himself. In the event, Stephens seems to have taken the Board's reply to the vicar more literally than they had intended for they were somewhat taken aback to receive a letter from him on behalf of the Rother Valley, dated 14th July 1903, to say that a platform had been erected and had been inspected by Major Pringle on the occasion of his inspection of the Tenterden Extension. Stephens, master as ever of the 'fait accompli', seems to have out-manoeuvred the Board on this occasion. There is in fact no mention of a platform at Salehurst in Pringle's report on the Tenterden Extension (Public Record Office MT6.1175/12) but if the platform had been pointed out to him on his journey along the line



Salehurst Halt with the church nearby, C1930.

[Col. Stephens Railway Museum]

could the Board now complain that its procedures had not been followed! There was also the matter of the incautious letter to the vicar to consider.

In vain did the Board request a plan of the platform, details of lighting and whether all trains were to stop there. Instead of a reply they received a letter from Stephens, dated 27th July 1903 asking whether the private stopping place the Railway had erected at Junction Road for the shooting tenant of adjoining property might also be opened to the public. What Stephens did not reveal was that Junction Road had been appearing in the line's timetables published in the *Kent County Examiner & Ashford Chronicle* since at least March of that year. He did admit that the platform was not lit but gave assurance that the guard "would assist any passengers with his hand lamp".

By this time the Board seems to have become confused between Salehurst Halt and Junction Road Halt and since Stephens had provided plans of neither this is not entirely surprising. In an effort to retrieve some control over the situation they wrote to him insisting that lighting must be provided. The reply fell short of an actual answer; Stephens undertook to provide light "if it was necessary to stop a train except during daylight hours". The file closes at this point and one must presume that the Board were prepared to let the matter rest and that should problems have arisen in the future, they could at least have claimed with honesty not to have authorised either stopping place. A similar procedure was followed when Stephens was permitted to open services on the Welsh Highland Railway on that Railway's own responsibility when it became obvious that the line could not reach the Board's required

standards in time for the tourist season.

There are indications that Stephens may have felt some qualms about the legal status of the two halts. Salehurst, a simple affair of gravelled soil faced in timber, does not seem to have been publicly advertised in the line's timetables until around the time of his death in 1931. It is not mentioned in either of the 1929 timetables or in Bradshaw. Even in 1931 its service was advertised as "Stops when required by signal during daylight only". Whether Miss Elsam remained the sole patron of Salehurst and for how long is unknown but her custom and that of other parishioners can scarcely have been encouraged by the withdrawal of Sunday train services that had taken place by 1922.

As already mentioned, Junction Road was included in public timetables even before the Board of Trade was aware of its existence, but it is possible to detect a degree of reticence on Stephens' part when he described the station as Udiam Road Halt when he applied to the Board in 1909 for permission to instal a siding there. Udiam, the name of the adjoining farm, would actually have been a logical title.

The name Junction Road stems from the origin of the road crossed at this point which had been built as a new turnpike connecting Hastings and Hawkhurst long before railways had come to the area. The name did, however, enable Stephens to proclaim the halt as JUNCTION ROAD FOR HAWKHURST despite the four miles distance that separated the halt from that town!

As at Salehurst, the platform was a simple structure of soil, gravel and timber. Unlike

Salehurst, it managed to attract a fair degree of custom, particularly during the hopping season. Operationally, the two halts had much in common. Despite Stephens' undertaking as to light, neither seems to have had any permanent form of illumination nor, since both were unstaffed, would there have been anyone to tend the lighting had it existed. The platform, at both locations could probably at best have accommodated a single bogie carriage. This is unlikely to have posed a problem at Salehurst but at Junction Road the short length of the platform and its proximity to the road meant that any Tenterden-bound train of greater length than a single carriage would have obstructed the road if required to set down or pick up passengers.

The sidings at both points could only be worked by Tenterden-bound trains resorting to tow-roping. The train would stop and any wagon bound for the siding would be detached. The train would then proceed beyond the points leading to the siding and stop again. A rope would then be attached between the wagon and the train and the points changed to open to the siding. The train would then set off again pulling the wagon into the siding at the end of the rope. Once the wagon was securely braked in the siding the rope would be detached and the points shut against the siding. The train could then proceed. This would have fascinated the railway enthusiast but was hardly calculated to endear the Railway to passengers with appointments to keep. The same system was also used at Bodiam and Frittenden Road.

The siding at Salehurst seems to have been

lifted during or shortly after the Second World War but that at Junction Road remained in use until complete closure of the line. Tow-roping was permitted here until the end, despite official disapproval, as it was found impractical to work the siding economically by any other means.

When British Railways officially inspected the line in 1948, Mr W H Austen pointed out that Salehurst Halt was never used and recommended demolition of its platform. In November 1948 it was suggested that the platform be abolished and that a light set of steps be carried on trains for any intending passengers. However, it was not until 1955 that a decision was made to demolish the platform—one year after regular passenger services had ceased and probably a great many more since the platform had seen any serious use.

Junction Road's passenger potential proved more enduring than Salehurst's. At the 1948 inspection, the platform was found to be in poor condition but it was noted that materials were on hand for its reconstruction. This took place shortly afterwards and provided a structure with a concrete panel retaining face and coping slabs. Even after the cessation of regular passenger services Junction Road remained open during the hop-picking season and thus survived long after the platforms at Rolvenden and Wittersham Road had been reduced to rubble. Even when the line was lifted between Bodiam and Robertsbridge the platform at Junction Road served a useful purpose as its concrete slabs were incorporated in the platform ends and pathway at the rebuilt



Junction Road before rebuilding, C.1935.

[Col. Stephens Railway Museum]



The "new" Junction Road with standard S.R. type concrete platform units and fence posts to match.

[S.C. Nash]

Wittersham Road Station. In true Stephens style the Kent & East Sussex had left no stone unturned in the pursuit of economy!

Stephen Garrett

The author wishes to acknowledge the assistance of the Public Records Office in making available documents in its care in the preparation of this article.

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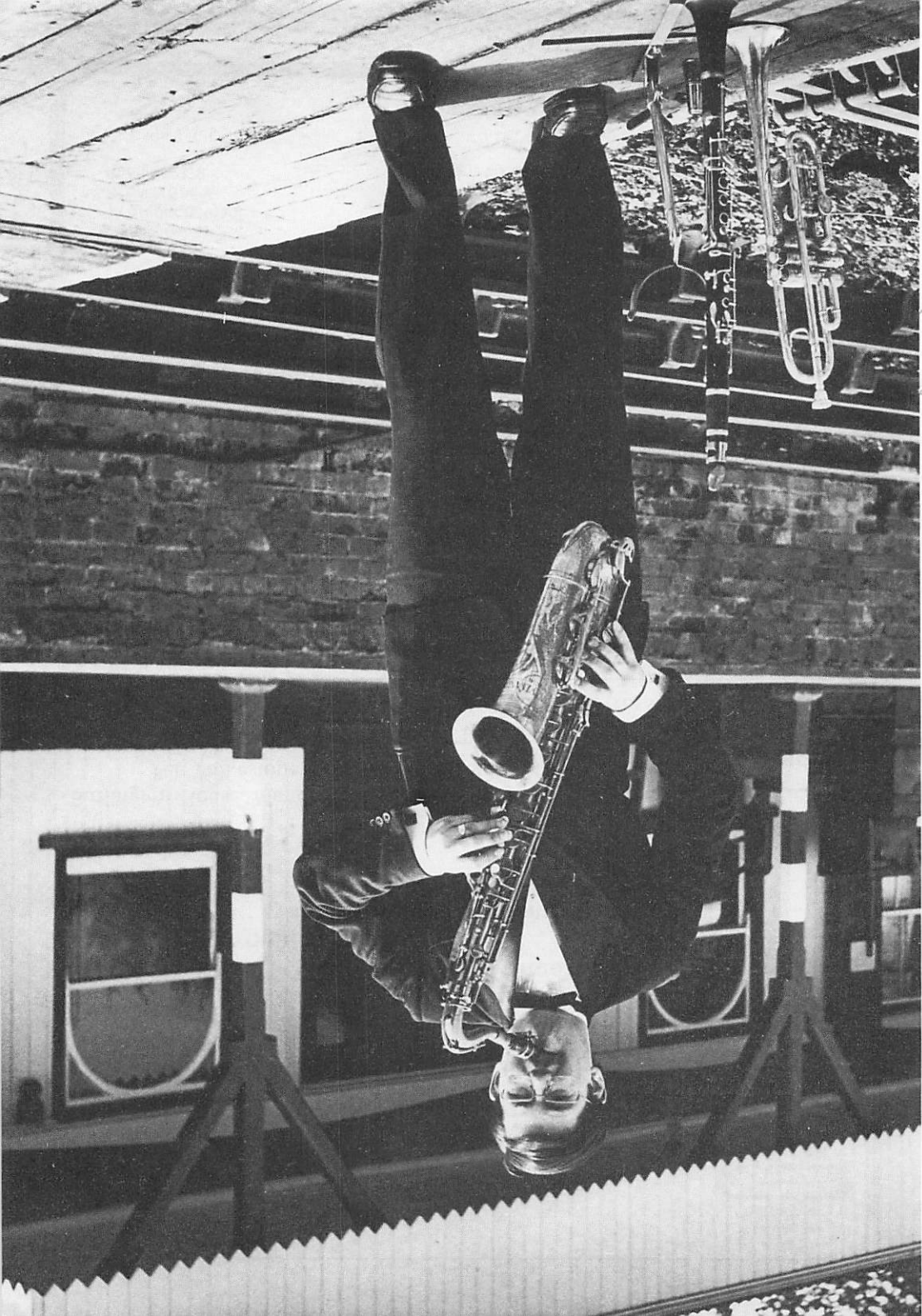
6: Alan Robinson

Alan Robinson's interest in railways goes back some 30 years, almost as long as his passion for traditional jazz, but it is the Kent & East Sussex which has really caught his imagination—"The rhythmic movement of the carriages as they sway from side to side is unique". This pre-occupation with carriages has been put to practical effect, as since 1980, Alan Robinson has been in charge of carriage cleaning. A solitary figure, with pipe, mop and bucket his technique with carriage bodies is as with his music, entirely self taught. In real life, he is in financial management with British Rail and therefore superbly well equipped to serve on the Finance Committee of The Tenterden

Railway Company, which consists of a small group of eminent members who advise the Board on how the money should be generated and how it should be spent. In Brian Stephenson's portraiture, he is seen making haste to get the 10.50am departure spick and span, in the early hours of Sunday 23rd May, followed by an hour's practice on the saxophone. The position, on the crossing may seem a trifle eccentric, but it provides an ideal vantage point for observing the carriages as they pass in pristine condition en route for Wittersham Road, whilst the freshness of the air stimulates the lungs and clears the head. Truly a one man band.

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GTT

A personal view of the railway from Tonbridge to Hastings by Neil Rose

On 12 May 1986 the 1066 line, as BR's Tonbridge to Hastings route is now promoted, became part of the Southern Electric network. Gone are the slim-line diesel-electric-multiple-units with their cosy, dimly-lit saloons, for so long synonymous with the Hastings line: in their place have come speedy class 411 electric-multiple-units, refurbished to give a bright, modern image but in truth not much more youthful than the trains they have replaced. £21 million has been spent electrifying some 30 route-miles, major track improvements, resignalling, and modernising intermediate stations.

Whereas a few years back prospects for survival seemed bleak, the future now seems assured into the 21st century. As part of the third-rail network it has lost a good measure of its unique appeal but only time will tell whether it retains its distinctive character.

I have used the line for travel for over 20 years—is it really that long?—using either Wadhurst or Stonegate stations. I freely admit to enjoying my journeys to and from Town. Over the years I have made many friends, read hundreds of books—and slept a lot too! Much of my travelling time is spent looking out of the window; it is surprising the changes that an observant eye can notice, watching the same landscape day after day. It has always been the Hastings branch below Tonbridge that has fascinated me. Immediately on leaving Tonbridge, as the tracks turn sharply southwards towards Somerhill tunnel, the journey takes on a new aspect. Speed on the old diesel units was slow as the motors strained to lift the train up the 1-in-47.53 gradient to the tunnel: beyond, the line twists and turns to gain height towards Tunbridge Wells. Immediately the Wealden landscape starts to unfold and will continue almost to Hastings, interrupted only by Tunbridge Wells's urban sprawl that spills northwards to High Brooms. Neat farms and houses, often converted oasthouses, abound down the line. Woods and fields change through the seasons and, despite BR's insensitive use of clearance machinery, cuttings and embankments abound with a profusion of flora: as I write, the late Spring brings primroses and bluebells together in a stunning display in many spots. Ploughing, haymaking, harvest all leave their mark on the adjoining fields and the occasional hop-garden acts as a

reminder that this was once a major hop-growing area. Around, Etchingham the pastures beside the River Rother are filled with sheep and cattle, the latter always acting as if they had never seen a train before. A particular delight for me between Frant and Wadhurst is the occasional sighting of deer shyly grazing, no doubt refugees from their normal home in Eridge Park. The abiding memory of a trip down the line is the sylvan aspect of the surrounding countryside.

If the landscape about is fine, then the railway itself has many distinctive features. The South Eastern Railway, which built and opened the line in stages between 1845 and 1852 made an outstanding choice in William Tress to design the stations. Tunbridge Wells, the first, survives on the upside, the new buildings on the downside, with eye-catching clock tower, opened in 1911. The other original stations were Frant, Wadhurst, Stonegate (originally Witherenden after a nearby hamlet, and then Ticehurst Road until 1947), Etchingham, Robertsbridge and Battle. Each is an architectural gem, built in Gothic or Italianate styles. Frant and Etchingham have distinctive Tudor qualities, built of Ragstone; Wadhurst, Stonegate and Robertsbridge, brick built, typifying the Italian school of design. The principal and certainly the most outstanding of the wayside stations is Battle, widely regarded as one of the finest small stations in the country, and a successful attempt to harmonise with its surroundings. Possibly unique are the two ecclesiastical arches to the booking hall, the almost baronial fireplace and a fine open timber roof. St Leonards Warrior Square and Hastings were also designed by Tress, the latter being completely rebuilt by the Southern Railway in 1931.

A further three stations make up the present-day compliment. High Brooms, opening as Southborough in 1893, serving the outskirts of Tunbridge Wells; West St Leonards, built in typical SER weatherboard style in 1887 just short of the junction with the LBSCR line to Eastbourne, and finally Crowhurst, opened in 1902 to serve the 4½ mile branch to Bexhill, which once boasted through and two platform lines as well as two bays for the branch trains. It is a gratifying to record that, apart from the buildings at Crowhurst which have been demolished in the past two years, all



32655 stands in the K.E.S.R. bay at Robertsbridge with a L.S.W.R. brake coach, C.1952 [Lens of Sutton]



The same scene some 30 years on. Note: only two chimneys on the station building. Goods yard now a car park, new footbridge, lights and platform seating. Happily the bay survives with some lightweight motive power! 18.40 Hastings to Canon Street arriving, 6th May 1986 [Neil Rose]

the stations have been fully restored by BR and now look set to serve their communities for many years to come. A further station existed where the main road crossed the line en route to Battle: Mountfield Halt, built of sleepers, opened in 1923 and survived until 1969. Tickets were purchased from the adjoining 'Battle Road Crossing' signal box.

Most of the stations displayed the distinctive SER feature of staggered platforms which, until last year, obviated the need for a footbridge at both Frant and Stonegate. Each station had its own goods yard and signal cabin: the former were closed in the 1960s but it was only the electrification that brought about the demise of the boxes below Wadhurst. Northwards of here Tonbridge has controlled movements since 1961 and today only Robertsbridge and Bopeep Junction cabins remain. One by one, the mainly Saxby & Farmer equipped structures have been closed and now stand gutted and forlorn, soon to be demolished. Of special interest to me, and where I have spent many hours, is the platform mounted box at Wadhurst which contains a now rare Dutton frame: it closed in April having been manned 24 hours a day since opening in 1893. Although the goods traffic has passed from the stations, gypsum is still conveyed in bulk to Northfleet from the mines at Mountfield where a mile long tramway gives access, and oil to a depot beside High Brooms station.

The route is steeply graded and circuitous as it crosses the ridges and valleys that transect its path. Earthworks are heavy and the stations are often, of necessity, inconveniently sited. But perhaps the reason why this route is well known is on account of its narrow tunnels. Between Tonbridge and Bopeep Junction on the outskirts of Hastings there are six, followed by a further two into Hastings itself. Of these, only Wells tunnel, immediately north of Tunbridge Wells station (Central until April), is of near normal dimensions sufficient to permit the passage of standard rolling stock. There is not space to relate the history of the tunnels except to comment that a mixture of cost-cutting and mischief on the part of both Railway Company and Contractors were to blame. The legacy of these restrictions has meant the provision of narrower than standard rolling stock until this year.

In the 1930s the Southern Railway twice contemplated electrifying the route but the cost of providing special stock ruled it out.

When replacements for steam-hauled trains were considered in the mid-1950s a solution, intended to be short-term, was found by building 23 narrow-bodied six-coach diesel units. These have put in sterling service for almost 30 years, amassing nearly two million miles apiece running the 120 mile round trip to London. Over the years they proved rugged if rather austere, yet very reliable units. By the early 1980's it became increasingly evident that they would not keep running for ever and for some time it seemed that in the absence of any other rolling stock that could fit the tunnels, and with scant likelihood of further narrow trains being built, the line was doomed to early closure. However, in 1983 a £24 million electrification scheme was announced which included putting single track through three narrow tunnels (Mountfield having been singled in 1975 after structural defects were found) and mounting the rails on a concrete base in Grove tunnel at Tunbridge Wells in order to prevent any lateral movement, singling here being impossible because of the proximity of the station platforms. Over the past three years the line has been virtually rebuilt, most of the track relaid prior to the installation of the third rail, and bi-directional working introduced at Tunbridge Wells, all with remarkably little inconvenience to the traveller. The one unfortunate consequence of the scheme was the closure last July of Grove Junction and the quaint single line spur to Tunbridge Wells West and thence to Eridge.

And so, this personal view of my favourite line is brought almost up to date. I realise that I have not related any of the line's intriguing story of construction; the rivalry and acrimony with the LBSCR; constant friction with the dwellers of Hastings and Tunbridge Wells over fares and punctuality; nothing about the superb "Schools" class locomotives that served the line so well for nearly three decades; nor even of the Kent & East Sussex Railway at Robertsbridge. If the line has a distinctive character then this is imparted into some of the railwaymen who have served it. It has been my privilege to talk to many of them, all of whom have had a fierce loyalty to "The Company": the late Arthur Lambert, 53 years in cabins along the line going back to SECR days; Jack Pennells of Stonegate station, who arrived there as temporary relief in September 1944 and was still there on his retirement 40 years later—he still lives at the station house while his daughter runs the booking office; or Reg Ward, 43 years a signalman at Wadhurst.

1986 has already been an eventful year for the line. It has seen a class 50 locomotive hauling 11 Mk 1 coaches just two days after the line was passed fit for such traffic; the preserved 2-Bil and 4-Sub e.m.us; and the Royal Train conveying HM Queen Elizabeth the Queen Mother upon the inauguration of electrified services, the train being hauled by an immaculate 73 142 Broadlands. The sands of time for the faithful Hastings units gradually ran out until the last day of service arrived on 11 May. Early that morning I boarded unit 1002 at Etchingham, which with 1032, formed the 'Hastings demu Farewell' tour out to Aylesbury and the Metropolitan lines before returning on a spirited ride from Reading to Tonbridge, Ashford and thence to Hastings. Here, was to start the highlight of the day, an 80-minute non-stop evening run to Charing Cross. The KESR's very own John Baker was the driver with Jim Tayler as guard. It was appropriate that John should be selected for this final demu trip to London; he had started driving on steam locomotives at St Leonards, had seen the

introduction of the diesels and was now at their departing. He confided that he was determined to break the 80-minute timing but unfortunately no-one had told a handsignalman at Battle where the train was held for over six minutes. Exhilarating running up to Tonbridge and then over the North Downs ridge into the London suburbs saw all but one-minute recovered. Mischance occurred twice when we were again brought to a stand outside London Bridge. The ensuing ride into Charing Cross is certainly one that will live in my memory: I think discretion dictates that I report only that John covered the final two miles into Charing Cross in 4 mins 6 secs and the train was still accelerating through Waterloo East! Later that evening the two units—needless to say immaculately turned out by St Leonards Depot—formed a nostalgic last Hastings diesel train out of Charing Cross. Standing on Etchingham platform I watched it pass out of sight for the last time after countless journeys. It was just midnight: the morning would bring only ubiquitous electric trains.

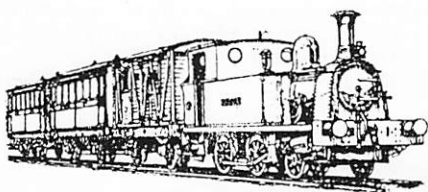


The last through D.E.M.U. Hastings to Charing Cross train at Hastings, John Baker—Driver (Right), Jim Tayler—Guard, 11th May 1986
[Neil Rose]



The 07.38 Hastings to Charing Cross arriving at Wadhurst on the second day of the all electric timetable, 13th May 1986. The signal box on the left may be acquired for use at Northiam [Neil Rose]

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Letters to the Editors

Welcome to the Gin Palaces!

Sir— I was interested to read of the Longmoor 'invalid' saloons, as some of my very earliest memories are of travelling in them to the seaside. My grandmother was then alive and as she was a famous Victorian writer of thrillers as well as being a close personal friend of Sir Charles Scotter of the L & S.W.R., she was offered the use of one of these saloons when we all went off to our summer holidays. I remember one such journey particularly well, as it occurred only a few days before the outbreak of the first World War in 1914, when we were living with my grandmother in Richmond. Our destination was Bexhill, and we drove down to Richmond station, or rather the siding just beyond it, where the saloon was waiting, along with a horsebox and a 'flat' wagon to take my Grandmother's Victoria. We all packed in—the grown ups in the saloon, and we children with our nurse and my Grandmother's lady's maid and an under nurse, into the compartments. Mountains of luggage were piled up on the racks and the floor—goodness knows why people took so much in those days—and a formidable object known to us as 'the bottle bag', which did not as one might think, harbour intoxicants, but endless bottles of medicines and tonics. Once we were aboard, the carriage was attached to an ordinary train going to Waterloo, taken off at Clapham Junction, where it was, by slow degrees shunted across the tracks from the 'up' Windsor line to the 'down' main line of the L.B.&S.C.R. I recall how our nurse, whose father was a signalman at the now demolished box at Smeeth, exclaimed how the Clapham box must be cursing us for the trouble we were putting them to! I expect we were too, and no less the shunter and the engine crew who had to propel us up and down, until the complicated switchings had been completed. We were hitched to a L.B.&S.C.R. train and arrived in due course at Bexhill, where the embarking process was reversed and we set out again in the Victoria. I remember that the saloons were very comfortable, but I think that the partitions must have been very thin, as frequent messages came through the main saloon to our compartment that we were making too much noise!

"A former L & SWR traveller"
(name and address supplied)

Protheroe's *Railways of the World, 1913*, contains a reference to the saloons as follows:— "Some particularly comfortable saloons for pleasure and

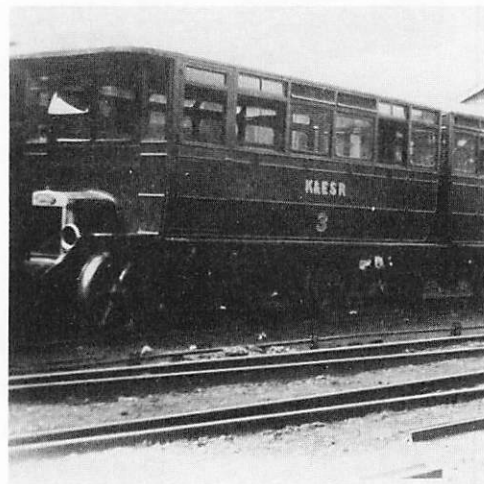
family parties have been built at the Eastleigh works to the designs of Mr Surrey Warner, the Carriage and Wagon Superintendent, the most notable being the combined invalid and family saloons. The saloon compartment, with its cosy tapestry armchairs, couch and handsome pile carpets, bears all the appearance of a tastefully furnished drawing room. By a simple contrivance, the couch can be arranged for the reception of a portable bed; or, if preferred, an ordinary bedstead is provided. These vehicles are in great demand for the conveyance of invalids to Bour-nemouth, Sidmouth and other recuperative resorts. As to the cost . . . a family carriage can be secured for four first class and four third class tickets and an invalid carriage at the same rate; for a first class saloon, tickets must be taken equivalent to four first class and four third class tickets, whilst a third class saloon necessitates twelve full fares"—Eds.

From Sheffield to Kent & Sussex

Sir—Mr Kidner's suggestion (*The Tenderden Terrier*, Spring 1986) that the figure 3 painted on the Sheffield railmotor set indicated its class rather than a running number seems very reasonable, although why it should have been necessary to paint any number, given that this was not deemed to be necessary for either of the Ford sets, is incomprehensible. The mystery is heightened by the fact that, having re-painted the Sheffield as number 2, the Directors minute book specifically refers to 'Railcars 2 and 3' being withdrawn in 1940. Can one presume that the Ford was now number 3 or that the Sheffield was still number 3, even although it carried the number 2?

London, E.4.

G.R. Stephenson



Book Reviews

**EASTBOURNE TO HASTINGS
HAYWARDS HEATH TO SEAFORD**
*by Vic Mitchell and Keith Smith, the latter in
association with R.C. Riley. The two volumes
published by Middleton Press. 120 well captioned
photographs and comprehensive introductory text.
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The Eastbourne to Hastings volume was released in March this year as another in Middleton's South Coast Railways series. The problem with reviewing the latest offerings from this publishing house is that one is now running out of superlatives or repeating those used previously.

Undoubtedly I am not alone, when looking at various long gone mineral lines, tramways and trackbeds marked on old Ordnance Survey maps in wondering what they were like in their heyday. This book provides many of the answers in a delightfully set out "journey" along the South Coast. The pictures of railway activities around the Crumbles are particularly fascinating, nor is the then Eastbourne Tramway forgotten, now happily relocated and regauged at Seaton, Devon. The Hastings area is covered well and there is a nice shot of our No.10 Sutton reversing in order to complete its journey of Robertsbridge in 1964.

Railways, ships and harbours always provide an alluring mix and there is no shortage of these in the second volume, with Newhaven providing much of the material. Virtually all locations in the Southern network have now been severely "rationalised" and this part of Sussex is no exception. Some up to date photographs give a

good comparison, but the main attraction is the Terriers, mainly 636, trundling around the wharves and quays. A picture of the Cement Works railway at Southerham, where the engine shed and tracks have only just been demolished, would not have come amiss.

An excursion is made up the Horsted Keynes branch which is still open as far as Ardingly. All the stations and junctions are well documented, especially around Lewes and, as usual, the photographic standards are high.

Good use is made in both volumes in extracts of 25" to 1 mile O.S. maps, plus tickets, timetables, etc.

P.C.S.

**NARROW GAUGE AND MINIATURE
RAILWAYS FROM OLD PICTURE POST-
CARDS** by Andrew Neale, published by
Plateway Press, Croydon, 60 pages containing
105 illustrations, card cover, price £4.50.

A nicely produced album of postcards, whilst obviously not featuring the K.& E.S.R. does include coverage of other lines in Colonel Stephens' empire—the Ashover, Rye & Camber, Festiniog & Welsh Highland. The captions are lengthy and authoritative and give technical details of the postcards themselves for the benefit of collectors. The standard of reproduction is high, and the book cannot be faulted except possibly on price and on the front cover, which is of a Lynton & Barnstaple locomotive, and could have been a little more eye catching.

P.D.S.

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Counting the Costs 50 Years Ago

When the Kent & East Sussex went into Receivership it became necessary for W.H. Austen as the Official Receiver to submit Annual Accounts to the Court of Chancery. We are fortunate to have a complete set of these amongst our archives and they provide a useful insight into the working of the line from 1932 onwards. This article is based on the Accounts for 1936 when the fortunes of the line were making a slight recovery from the worst effects of the Depression. For those unfamiliar with pre-decimal coinage I should perhaps point out that twelve pennies made one shilling and twenty shillings made one pound. As the K.E.S.R. was carefully counting every penny at this time it would be difficult and somewhat artificial to translate items into decimal values.

On the Credit Side

The main source of income is entered in the Accounts under the straightforward description 'Stations' and must be taken to include both passenger and freight receipts. No distinction is made between the different stations except that from July onwards the receipts from Hodson's Mill were entered separately under the heading 'Northbridge Siding'.

November and December must have provided considerable seasonal cheer for the Railway. It is, of course, always possible that these fluctuations reflected delays in presenting or paying bills.

Not all the proceeds from traffic carried on the line are shown in the 'Stations' entries as there was a monthly freight rebate from the Railway Clearing House amounting to £105.9s.3d. for the whole year and quarterly payments from the same source out of the Parcels Post Pool amounting to £142.11s.11d. in all. Three customers had their own carriage accounts with the line. W.H. Smith paid £14 a quarter for the carriage of their newspaper; Limmer Asphalte, who also rented land from the line, paid a grand sum of £18.5s.0d. for their traffic and the 'Saunders Carriage A/C' produced a further £21.9s.0d. in small monthly sums.

What should perhaps have been the most illuminating section of the Accounts—the income from the Southern Railway—is unfortunately far from specific and consists solely of four payments under the ambiguous heading 'O/A Traffic A/C etc.' but amounting to £2639.7s.3d in all. As the Southern Railway was

STATIONS ACCOUNT 1936 (Annual Income £4280.14.11)

January	329	2	11	July	420	4	5	36	10	10
February	194	7	8	August	386	6	0	34	6	6
March	325	12	5	September	449	16	11	17	11	4
April	351	11	6	October	301	3	5	39	13	5
May	318	6	4	November	429	3	4	72	3	6
June	367	5	3	December	407	14	9	76	9	0
Total	1886	6	1	Total	2394	8	10	276	14	7*

**Items from Northbridge Siding included in the July–December Totals*

The pattern of higher receipts in the second half of the year is one that had been observed almost from the opening of the line and reflected the agricultural nature of much of the traffic—for both harvest and harvesters! February seems to have been an exceptionally poor month and one wonders why it was so significantly worse than either January or March. Bad weather seems the obvious answer, but outbreaks of foot and mouth sometimes had a similar effect on the traffic.

The Mill business shows some rather erratic fluctuations though the high figures for

responsible for meeting the line's losses on the Headcorn Extension it is disappointing that the Figures are not more specific as to the basis of these payments which were the line's second largest source of income. One is tempted to suspect that neither party wanted the Court of Chancery to inspect this aspect of the figures too closely. Surprisingly there is one separate item specified as a receipt from the Southern Railway. This is the purchase by them from the K.E.S.R. of a 'Bearing Spring' for £7.16s.0d. Quite why the Southern should have wanted or needed to buy a bearing spring remains a mystery.

It is much more difficult to get a clear picture of the line's expenditure than of its income. The role of the Southern Railway is again partly to blame as many of the essentials for running a railway seem to have come from this source but their details are concealed behind a general heading of "Coal, Sleepers Etc" or simple 'Materials Etc.'. Anyone hoping to find details of hired locomotives or fuel bills would be

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9/16/11	15 000	Books T. Tables	13 0.
9/21/11	6 1000	G.P. Bay. Notes	10 6.
"	"	1000 Gas. W. Bills	8 6.
"	"	1000 Memos (lines)	4 0.
"	"	1000 Time Sheets	6 0.
"	"	1000 Parish W. Bills	5 6.
"	"	1000 Train Notes	6 6.
"	"	1000 For. Gas. Sumner (rev)	8 6.

f 4 12 6

disappointed. As with income from the Southern a significant amount was involved in payments to that concern totalling £1333.17s.4d.

The largest single expense to the line was its wages and National Insurance bill of £3894.4s.2d. to which must be added a further sum of £261.10s.0d to cover the services of T. Edwards (Chief Clerk), E Marsh (Accountant) and W H Austen (General manager & engineer) at the Tonbridge office. A further Tonbridge expense was the payment of £4 monthly rental there. Other significant claimants to the wealth of the K.E.S.R. were a variety of rating authorities, the Postmaster General's telephone bills and a host of different insurance, water, gas and electricity companies. Tithes also had to be paid to various interested parties including the Dean and Chapter of Canterbury and Queen Anne's Bounty.

Despite the stream of unspecified materials from the Southern the K.E.S.R. seems to have shopped far and wide for its remaining needs. For some commodities they seem to have had regular suppliers: C Milsted & Son provided petrol, paraffin and motor spares; Boys and

Boden provided oak keys; Mosers Ltd frequently appear as supplying 'materials' though these are identified on one occasion as 'spun yarn' and on another as 'wire etc.'; R Bridge supplied carbide for which a licence had to be obtained from Tenterden Council; Vacuum Oil supplied lubricants; Apps & Son did a brisk trade in brooms and brushes and Jeyes Sanitary Compounds seem to have had the monopoly in disinfectants. For other commodities the line seems to have shopped around: timber came from both Stenning & Son and from the Baltic Sawmills; paint either came from Colthurst & Harding or from The Torbay Paint Company; tools were bought from Slack Sellars and from Buck & Hickman; for stationery a total of nine different suppliers were involved. Timetables were obtained from Stonestreet, parcels stamps came from Edmondson and tickets were bought from Williamson. Jimmy Morton, who had his own printing shop on Rolvenden platform, also supplied various items of stationery including timetables.

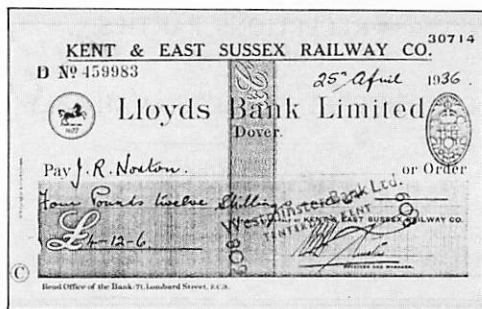
The Accounts raise some interesting problems concerning the line's delivery service. The first major payment recorded is £157 to Tonbridge Motor Services in payment of the balance of their account for 'New Lorry'. This ties in reasonably with the sale of the horse mentioned earlier and the fact that the K.E.S.R. statutory returns for 1936 omit any mention of a horse. However, payments later in the year for 'fodder' and to Milsted & Son for 'Shoeing horse etc.' suggests that horse-drawn deliveries of some sort were continued. Again it is possible that these were old accounts being settled as and when the line had the money to do so but there is no reason to suppose that this was so.

Whether horse-drawn deliveries had ceased or not the line was still relying to some extent on others for some deliveries. Not only were payments made for 'cartage' to firms like Huxford & Co. and Vidler & Sons Ltd but 'cartage rebates' were also being paid out regularly to M Turner and to Ledgers Stores amongst others.

Keeping the petrol railmotors going also generated expenditure. The most prominent suppliers of spares were Shefflex and Milsted & Son but there is an interesting payment of £5 to J A Iggulden for '2nd Hand Railcar Engine'. Iggulden was one of the staff at Tonbridge and, like W H Austen, had been one of the beneficiaries under Colonel Stephens' will.

Amongst Stephens' property at his death had been the Shefflex railmotor set on the West Sussex Railway and it would not be too difficult to imagine, with the West Sussex closed in 1935, that this was the source of Iggulden's railcar engine.

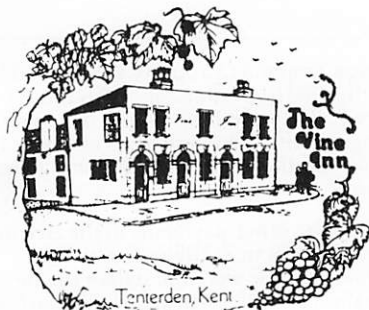
Amongst the other payments in the Accounts appears £5 rent to A Hilder for 'stables'. Presumably these were the stables that now house the Tenterden Museum and then housed the line's long-disused horsebus. Less easily explained is the payment of £2 to F Hudson for 'Rent of Siding'. Possibly this was the one at Salehurst.



Up to this point the line's expenses all appear to be the necessary costs involved in running a railway with little scope for economies to be made. In only one area could the line have improved its performance: payments for goods lost or damaged amounted to £28.3s.2d. The largest single payment was £7.12s.6d to Sterling Poultry Products for "goods lost" and the smallest sum was 2/8d to James Hodson for "Grain lost in transit". Amongst the more notable items lost were spirits, wine, apples and poultry whilst the items damaged included a wireless set, a wheel and luggage. Settling claims that could have been avoided cannot have pleased Austen but he still felt obliged to reimburse the station agent at Bodiam with 5/- for 'cash stolen'.

In the nature of all good accounts the line's expenses exactly matched its income at £7507.7s.4d. Admittedly they do not tell us anything of the locomotives or carriages in use, of timetables or working practices or of trains late and tracks relaid. They do, however, convey something of the flavour of what it took to keep a rural branchline going in the 1930s and of the role that the railway played in its local community.

Stephen Garrett



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Get Out - You're Both Sacked!

Paul Sutton recounts some details of industrial relations (or lack of them!) on the East Kent Railway discovered during a recent visit to the Public Records Office at Kew.

Telegram: (Sallybush, "Secretariat, War, London"
(Island Transport), "Transport, War, London"
Telephone: ABBY 7711

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BERKELEY SQUARE,
LONDON, W. 1.

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Your reference... 548/202.

URGENT.

The Secretary,
Railway Executive Committee.

Dismissal of Driver Griffin and
Guard Buttifant, East Kent
Light Railway.

Whether or not these were the exact fateful words uttered to Driver Griffin and Guard Buttifant of the East Kent Railway in the dark wartime days of late 1941 history does not relate, but the effect was the same—they were out of a job.

The matter first started to boil up when general manager, W.H. Austen, received a letter from John Marchbank, the then General Secretary of the National Union of Railwaymen dated 8th December 1941. Marchbank referred to the suspension of the men arising from an accident on December 1st "when a locomotive ran into seven wagons that had been left in a cutting". It is presumed that neither of the pair was a union member as this was heavily discouraged to the extent of being virtually forbidden on the Stephens railways—indeed Austen expressed the view that Light Railways did not recognise the Union. However the N.U.R. Secretary cited the wartime "Essential Works Order" which applied to all railways and the stipulation regarding the wages of men who were suspended.

He continued that he would reserve the right to claim full wages for the two of them during the whole period of their suspension, and concluded by saying that the matter would have to be referred to a higher authority, but before taking that step he would be glad to be favoured with Austen's "early observations".

The efficiency of the postal services must have suffered during the war as the letter did not reach the General Manager's office at Salford

Terrace, Tonbridge, until the 11th, whereupon Austen replied immediately. He regretted that Marchbank had not availed himself of the "true facts" before writing. "The wagons were left, contrary to all regulations, in a section of the main line when the driver concerned (Griffin) was not in possession of the relevant staff". The instrument for that section was in the possession of the Military Authorities to permit a W.D. engine to enter it. When it did so, in total darkness, the War Department engine man and brakesman could not avoid a collision, resulting in two of the seven loaded chalk wagons being demolished and the main line blocked for five to six hours. Austen said further that he had had to reprimand Guard Buttifant severely "only a few months since" when, without seeing if the line was set correctly he allowed a train of eighteen coal wagons to be pushed into the passenger road at Shepherdswell while it was fully occupied with W.D. vehicles and personnel! This resulted in one of the vehicles being pushed over the buffer stops for half a coach length, sustaining considerable damage—luckily no-one was seriously hurt.

Regarding Griffin, he had cases "too numerous to mention" where he had been involved in breaches of the rules and regulations which on several occasions had caused damage to the Company's stock. All the cautions and reprimands following these had been ignored.

Austen continued that it was not a case of the men being suspended, they were dismissed and, "whilst he was General Manager and Engineer, they would not be reinstated. Indeed they were fortunate they were not facing a charge of manslaughter!" In conclusion he "bitterly regretted" Marchbank worrying the General Manager of the Southern Railway, Mr. (later Sir) Eustace Missenden, with this and other matters concerning this or any other Company with which he was connected. The last paragraph of Austen's letter regretted not dealing with the matter more promptly, but he had been confined to bed for the past three weeks suffering from appendicitis!

In the correspondence that followed during the last few days of 1941 Marchbank felt there was "full justification" for a full enquiry with the dismissed pair being accompanied by the

N.U.R. organiser, J. B. Figgins. Austen refused, feeling that the matter was cut and dried and Marchbank countered that he would raise the matter "in other quarters". This, as they say, put the cat among the pigeons and there followed, over the next six weeks, a flurry of letters between Marchbank of the N.U.R., the Secretary to Lord Leathers, Minister of War Transport; E. J. Missenden of the Southern Railway and G. Cole Deacon, Secretary of the Railway Executive Committee, which was the organisation for overseeing the running of all the British Railways in Wartime.

Finally it was agreed that Austen would see the men, accompanied by their advocate; although a hiccup occurred when Marchbank complained that Austen refused to make an appointment to see them because Buttifant had not handed in his uniform!

Cole Deacon observed to Eustace Missenden that "this fellow Austen does seem to lack tact" and that "... in wartime, when other people's nerves, as well as his are on edge, it is more than ever necessary to adopt a spirit of tolerance and that his Colonel Blimp' methods will, at the end of the day, lead to his defeat" and finally that "... this fellow's attitude towards staff is of no benefit to himself or anyone else."

The outcome of the meeting between W. H. Austen, Griffen and Buttifant on February 4th 1942 is not recorded. Austen does not seem to have been the sort of man to change his mind and he had already replaced them with men from the Southern Railway under an earlier agreement. Perhaps the N.U.R. archives have the answers. However the meeting at that time did enable Austen to escape from being charged by the "Men in Power" of "unnecessarily delaying the proceedings".

Footnote: It cannot have been easy for W. H. Austen trying to run, virtually single-handed, three, and for a while four, railways scattered around the country. The general restrictions and problems imposed by wartime conditions were augmented by a partial military occupation of the East Kent, Kent & East Sussex and Shropshire & Montgomeryshire lines and he was also during this period, suffering from appendicitis. The actual location of the accident which caused the furore is not mentioned. It is highly probable that it was in the Eythorne area as there are references to "a cutting" and the wagons "loaded with chalk". It is known that the Royal Engineers did relay part of the Guilford Colliery Branch (for a 9.2" rail-mounted gun) which branched off the main line to Sheperdswell just south of Eythorne station.

It seems incredible that so many highly placed people, responsible for running Britain's railways in the middle of a World War should be bound up in such a trivial incident. This could be explained partly by Marchbank not "getting on" with Austen. There is voluminous correspondence between all those involved in this episode, during 1940-44 regarding wage rates on the K. & E.S.R., E.K.R. and the S. & M. Railway. Marchbank may have referred the sacking matter to London out of frustration at the lack of progress on the matter of pay. He also knew that Austen approached Eustace Missenden for advice from time to time and thought he would 'get in first'.

A final thought on the opening remarks: As Austen was confined to bed at the time of the accident and subsequently, it is most improbable that he saw Messrs. Griffen and Buttifant personally. More likely, he was informed of the affair direct from the Station Agent on the East Kent or via the Salford Terrace Office and relayed his instructions to dismiss the two by the same method.

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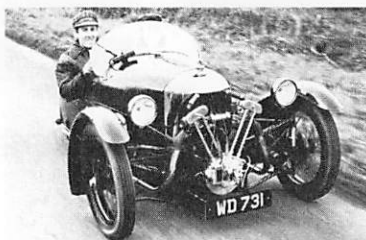
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