

The Tenterden Terrier



Number 41

Winter 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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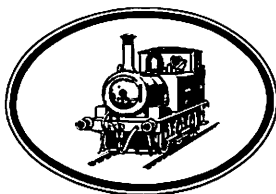
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The Tenterden Terrier



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Editorial

All Mod Cons?

The new station buffet is a classic example of how to raise money by spending money; the total investment of some £15,000 seems to have had the effect of doubling takings and if profits move in the same direction, the payback period could be as little as 2 to 3 years. Of course, not every project can be so visibly successful. Lavatories, for instance, important as they may be in terms of amenity value, produce not even a penny in the slot these days. However, a museum building at Tenterden, with artefacts dotted around could be another matter. After all, if the site can be made interesting all the year round, with an assortment of souvenirs, tea and buns, relics and video shows, the coach parties may come rolling in anyway; in which case, who needs to run trains?

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1986

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FRONT COVER: Fireman Iain Pringle accepts the token from Signaller Neil Rose on 19th July, 1986, the Steaming Home weekend, prior to departure for Wittersham Road. [Mike Esau]

Lineside News

Compiled by Paul Sutton

Reading through many of the journals sent to us by other railways earlier this year, it was interesting to see that concern was being expressed in several over the lack of younger members coming forward to replace older, long standing, holders of management positions.

A glance through the latest edition of the K. & E.S.R.'s Management Structure reveals a most encouraging state of affairs. Whilst we have one or two people who, although not old in themselves, would qualify for long service awards, the majority of those in responsible jobs are young with some not old enough to remember scheduled steam on B.R. property. Although there is no room for complacency, it is comforting to know that ours is an organisation that is capable of attracting young people to take on responsibility—a fact which will make the achievement of the extension programme into East Sussex that much easier.

Locomotives

The department has been enhanced throughout the whole of the Summer and into the Autumn by having the use of G.W.R. Pannier Tank No. 7752 on loan from Birmingham Steam

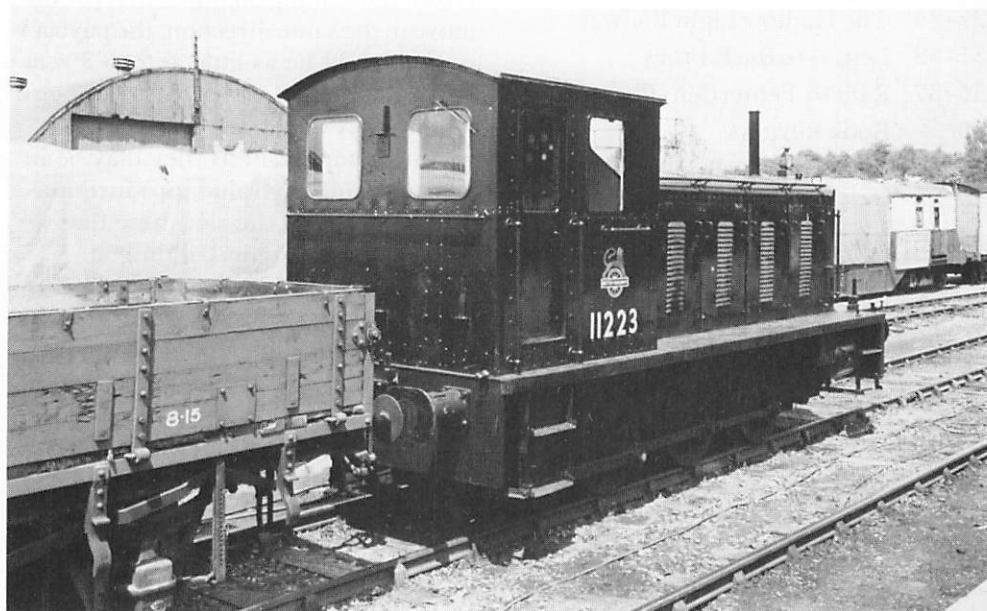
Museum at Tyseley. It has been immensely enjoyed by all the crews and we would like to thank Mr. Michael Whitehouse (the Locomotive Trustee) for allowing us to use this very business-like engine. It unfortunately left to return home on Tuesday 30th September for a well earned rest, after running some 2000 miles on our railway. The remaining trains this year will be hauled by our serviceable locomotives, subject to availability.

No. 3—This locomotive is dismantled and all the tubes have been removed from the boiler.

No. 10—servicable but will be receiving some major attention to the front end in the late autumn.

No. 11—This is now looking much more like a locomotive again. There is a faint possibility that it will be seen in use this side of Christmas, but there is still a lot of work to be done. Initially it will be returned to service as B.R. 31556.

No. 12—A new smokebox for this engine is being made away from the railway.



No.45 disguised as B.R. No. 11223 stands on the loop at Tenterden during the 25th Anniversary weekend, 14th June, 1986. No 11223 hauled the last freight train on 10th June 1961. [Paul Sutton]



No.14 Charwelton heads a Brake Van Special through Rolvenden on 16th June, 1986 [Paul Sutton]

No. 14—was involved in some filming work in early October. New rear spring hangers have been fitted in an effort to transfer some of the weight further forward. The engine certainly rides better now that deeper hornstays have been fitted. A new smokebox door will be required in the near future.

No. 19—See separate report under Norwegian Locomotive Trust.

No. 22—Withdrawn from service some three months early with tube problems.

No. 23—Serviceable and running well.

No. 24—Serviceable and running well, however it will need some remedial work to the smokebox front this Winter if it is to run next year.

No. 25—Serviceable and running well.

No. 26—Lowered on to its wheels in early October. Valve timings and piston clearances have been checked. Painting, however is now only possible when the weather permits. The next major task will be to reunite the boiler with the frames.

Diesels: No. 45—the Drewry now runs as yard shunter only. No. 43—head gasket on front head being replaced again as locomotive was run for a while without a water pump. No. 47

—The major overhaul on this Drewry makes slow progress, although encouragingly, there are a number of new faces now helping.

The commissioning of No. 40, the B.T.H. locomotive continues. A notable achievement has been its use on service trains between Hexden Bridge and Wittersham Road, referred to elsewhere in this issue. The Permanent Way department often use it for their works trains, a deciding factor being the ability to move these between passenger workings from Wittersham Road to Rolvenden without delaying the scheduled service.

The engine has had a complete oil and filter change and a radiator expansion tank has been fitted in the engine room to eliminate coolant loss and consequent overheating. So far this locomotive is proving reliable and as the minor problems are ironed out, the likelihood of occasional use on selected passenger services during commissioning increases.

New lighting was installed in the shed during late October and early November; many thanks to all those who helped with the work. The Department has a need for large paint cans, at least 2½ litre size, and a supply of old rags for cleaning prior to painting and lagging important items before the Winter.

New volunteers would be very welcome at Rolvenden as there is always a multitude of

work to do and much of it is unskilled, so please come along—the loco shed is warm and cheerful even in the depths of Winter.

Carriage and Wagon

On Monday 16th June a new Mark 1 T.S.O. coach No. SC 4640 was delivered by road from Glasgow. It has been bought by a member on behalf of the Company to help alleviate our shortage of serviceable vehicles and arrived in immaculate condition internally needing only some minor work on the draw gear and toilets before entering service on the Steaming Home weekend, still in its Scotrail blue and grey livery. It will be repainted in standard brown and cream during the Winter and becomes K. & E.S.R. No. 85.



Alys Jones strips the woodwork on the new Buffet Building prior to repainting 31st August, 1986

[Graham Hukins]

To add authenticity to the Steaming Home trains, Maunsell open coach No. 78 had a cosmetic re-paint externally and is now in Southern green masquerading as an ambulance car, while the 6 wheel S.E.R. goods brake was

repainted in dark grey and temporarily lettered S.R. while in the workshop for attention to its brake gear. It has now been returned to its S.E.C.R. livery. Hurricane force winds have caused considerable damage this summer, blowing off the roofs from several vehicles. While these were being recovered and repaired, the opportunity was taken to do some painting and other work to them. Thus L.M.S. wagon No. 128 is no longer a "bar of chocolate" and has returned to its old livery. The Great Western Van No. 105, the Locomotive Department stores vehicle also had vacuum brake equipment fitted. This had been removed except for the hoses when it was originally sold by B. R. to Hodson's Mill at Robertsbridge. It is now in G.W.R. dark grey and lettered accordingly. The Wealden Pullman P.M.V. No. 1808 was in the workshop for a week, and as well as attention to the roof, received repairs to the steam heat equipment. L.N.E.R. box van No. 131 which has been used as the Carriage & Wagon stores for five years is still in the workshop. At the same time as replacing the roof, repairs to the underframe and bodywork are being carried out and it will be returned to N.E.R. livery. It has been joined by S.R. C.C.T. No. 76, the Rolvenden Steam Enterprises' stores van, which had its, yes you've guessed it, roof covering blown off. This has been renewed and it is being repainted in Southern livery.

Some free space in the workshop was utilised to repair the two S.R. 8 plank open wagons Nos. 147 and 148. They have been restored to Southern dark brown and carry their original numbers and lettering. They are now back in service carrying permanent way and S & T materials. Following the Steaming Home event, five flat wagons were found to have damaged floors which gave the department two weekends of unscheduled work. They also needed minor repairs to the running gear.

Work continues steadily on the Great Eastern Railway 6 wheeled coach. It has now been fully glazed, two compartments having "Smoking" etched into the glass. New window mouldings have been made and effort is now concentrated on making it weather-tight with a coat of gloss paint as it must shortly leave the workshop. The L.N.W.R. saloon came in at the beginning of July. Attention has been focused on the body, new panels being fitted and special mouldings obtained for the exterior. This vehicle must also make way for, probably a birdcage coach, which it is hoped will be restored by a team of six



The 1930s decor and fittings in the new Buffet Building 21st September 1986 [Brian Stephenson]



employed under the Manpower Services Commission Community Project scheme. Numerous detailed application forms have been completed and we hope to receive approval for our project shortly.

Regarding the workshop itself; progress continues to be made on "sorting out". A very large paint cabinet has been built to the requirements of the Fire Officers and two-thirds of the concrete floor has been treated with dust sealer. This has considerably improved the working environment and department volunteers no longer emerge looking like flour graders! In the loft, Dexion shelving has been completed and items are being stored in a logical sequence. While all the above has been happening, general routine maintenance to the service fleet of Mark 1s has continued with a high incidence of repairs to leaking toilets being required.

Building

The interior of the former bus station office was completed in time to open as the Buffet for the daily running in August. Particular thanks must go to Allan Tebboth and John Miller and several other Tenterden and local members who worked many long evenings to complete internal decorations. These consist of a white emulsioned ceiling, cream walls above the dado rail and dark brown below on an embossed paper. The woodwork is a combination of brown and cream. The effect is very pleasing and has received many favourable comments. The exterior decorating will be completed before the bad weather sets in, together with the construction of the ramp for disabled visitors to the end doors of the building.

The Wittersham Road entrance gate has been renewed, a pair now being required because of the increased width of the opening to accommodate larger lorries.

Catering

Turnover figures have continued to rise throughout the Summer at the same feverish rate that was apparent earlier, which will make 1986 highly successful. At the beginning of October the turnover was some 13% up on the whole of last year and an increase of some 37% in sales is the target to be achieved by the time the last customer leaves on January 1st 1987.

The new buffet building opened on Saturday 2nd August with much work continuing

through Friday night to ensure that all the interior decorating was completed. Since moving, turnover has doubled! The aim was to create a 1930s atmosphere with dark bentwood furniture, seating 40 people at round tables. Electrical fittings are in art deco style with 13 in. opal globes and matching uplighters on the walls, with all fittings in chrome. The overall colour scheme is cream and brown.

Following the appeal in the last issue of the *Tenterden Terrier* six newcomers have joined the existing regular volunteers which was a great help, particularly over the September Steam Up weekend when eight people at a time were engaged in various activities in the buffet building. The move into new premises allowed the menus to offer hot food on a regular basis. This will be augmented and varied as public demand requires.

On 4th October we had our first party booking for tea. A coach from London decanted some 53 people on to the station forecourt anxious to be fed and watered. With some slight rearranging, four extra tables were installed and the party organisers were very satisfied and impressed with our arrangement and facilities, which should stand us in good stead for the future. The Catering Manager is very grateful to those members who have recently volunteered their services, but there is still room for more to help spread the load for everyone. The Santa Specials will provide the next hectic period of activity.

Colonel Stephens' Railway Shop

Turnover, as at the end of September is some 10% up on last year, just on target with the hope that we will achieve another record by the end of December with the total exceeding £50,000 for the first time. This figure represents approximately 90p spent per passenger carried, which is a very good ratio compared with our contemporaries and can be attributed, in part, to the high percentage of book sales (approx. 35% of all products). We have found that by having a good range of transport titles we are even attracting custom from regular visitors to other well known railways! Some of these, on seeing our range, are becoming members in order to benefit from the generous 10% discount allowed to cash or cheque bearing members making purchases at Tenterden. They also enjoy a post-free mail order service on all our titles, one of the most popular of late being the excellent book from

the Middleton Press, *Branch Line To Tenterden*. This one item from a whole range of superb volumes on local branch and main lines, has sold in excess of 400 copies in our shop alone, and is a "must" for all Colonel Stephens devotees.

Finally, some more good news, we have at last sold out of the rather dated Guide Book which was produced in vast quantities in 1980! A brand new, updated version will be available from the start of next season and a second edition of our new Stock Book will also be on sale from March, the last (1984) printing having been sold out for some weeks now, much to the annoyance of our more selective clients. However, the shorter print run, with the resulting higher price bracket, is still preferred in order to obtain really up to date information on our rolling stock and railway.

Commercial

1986 is proving to be a very successful year, and indeed could break the records yet again for passengers carried and revenue earned.

The somewhat poor weather in August helped us to attract 600 more visitors in that month than last year; in fact we budgeted for a slight drop in passenger numbers as the figures were unusually high in 1985 due to the typical British summer!

There have, of course, been relevant increases in other areas, particularly catering since the new Buffet opened for business on August 2nd. To the end of September we had carried about 5,500 more passengers than for the same period last year. This represents an increase of 15% and with heavy bookings for Santa Specials coming in, plus more Pullman passengers on extra charters in November and over the festive season, we should at least retain this increment, and hopefully will even exceed it.

As projected in the last issue of *The Tenterden Terrier*, we have now achieved our budget for filming and special trains, thanks to three days' work for London Weekend Television and a special train on 9 October for the launch of the new book *The Stationmaster's Daughter* by local author Pamela Oldfield. Terrier No. 10 is featured on the dust jacket and so was the natural choice of motive power for the day. L.W.T. spent two days filming at the end of June for sequences in a new series entitled *The Charmer* starring Nigel Havers and Bernard

Hepton, due to be screened this Winter. No. 24 provided the haulage, while No. 14 Charwelton was involved in a further day in October for scenes in a new feature film *Scoop*. Members may remember that a serial with this title was made by the B.B.C. in 1972 starring Harry Worth, and we provided a 'foreign' train for sequences then, with the Norwegian Mogul heavily disguised with arabic script on the tender, plus camels, donkeys and sand in quantity at Rolvenden. In this later version the foreign scenes are being shot in Morocco, while we provide the local train to Boot Magna Halt (Wittersham Road)!

All in all a very successful season so far. Our aggressive marketing, plus improved 'product' and dedication of all the volunteers concerned, whether they be on the operational or commercial side of our business, have all gelled together once again to provide that extra profit needed to achieve our ultimate goal of restoring services once more to Bodiam.

Marketing

With passenger figures and revenue running at record levels, the Marketing Committee under Mark Toynbee are analysing the main areas of growth and eliminating this year's shortcomings in time for the 1987 season.

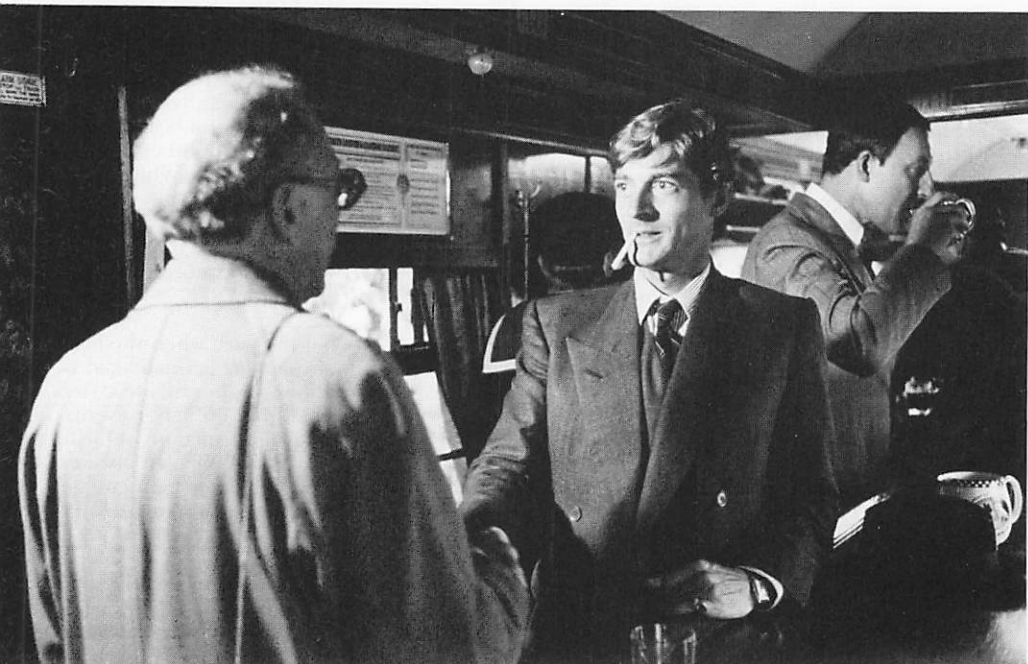
After 12 years, we are still learning as market trends change. It is vital that we respond quickly to variations in visitor patterns and initiate new business. But let there be no doubt that our successes are not being shared by other leisure attractions: we are an exception. While the number of tourist attractions has increased by 30% in the last decade, the number of visitors to our area has risen by a mere 2% in the same period—in other words, a lot more people chasing a fairly static market.

1986 looks like being the year when the big event in our annual calendar is finally laid to rest. Greater competition, higher financial risks and a low return mean that no major events involving buying in outside attractions or hiring land are planned for 1987. Our own low-key specials like "25 Years On", and "September Steam Up" are producing high returns with minimal outlay.

Educational Study Days and Group Visits are two of our main growth areas and major success stories for the business in 1986. Gerald Sivour and his Education team have turned the schools



Filming The Charmer for L.W.T. on 22nd July 1986 at Wittersham Road with Pullman Car Barbara. Above: Fitted with panels to cut out reflected light.[Graham Hukins} Below: Nigel Havers (centre) in conversation with Bernard Hepton. [L.W.T.]



traffic from decline into phenomenal growth. On the group travel side, our inclusive tour in conjunction with Tenterden Vineyards has proved popular. The range of tours offered in 1987 will be expanded to 3, aiming in particular to increase patronage on the often lightly loaded first and last departures from Tenterden.

The 1987 Timetable was finalised in September and off to our designers ready for printing in October. A copy is included with this mailing and a change of emphasis will be noted. While the railway remains the reason for the majority of our passengers to visit us, we are selling the history, folklore and amenities of the area far more strongly. Simply, trains on their own do not appeal to everyone. We must continue to create a varied leisure attraction, with first class facilities to appeal to a general, family market.

A trend to higher patronage on Saturdays throughout the season sees an 11.30 am train run every day instead of just in the peak months. This train becomes the 'standard' first service each day, ½ hour earlier than before. A 10.45 am departure is a new train on all peak Sundays and not just Bank Holidays. We will be running daily for the Summer Term half term holiday in May, another new innovation. Otherwise the timetable remains much the same, with just minor 'fine tuning'.

The new buffet, a new children's adventure playground to open by Easter, all-weather parking, more visiting engines, greater variety from our own fleet and extended opening days for our catering and retail outlets at Tenterden will all help contribute to continued success in 1987 and beyond.

And then there's the challenge of Northiam . .

Museum

In the town museum, near the top of Station Road, the upstairs temporary exhibits room has been the home of an exhibition mounted by the Archive Section of the K. & E.S.R. on "The East Kent Railway and Kent Coalfield". Using photographs, maps, models and mementos, the exhibition traces the interdependence of the railway and the coalmines, particularly Tilmanstone.

It opened on 12th July and was due to close in September, but because there is still considerable interest, the exhibition will now run until

the end of the year. Opening times are 2.00-5.00 p.m. on Saturdays and Sundays and admission is free to members on production of their membership cards, otherwise the charge is 30p adults, 15p children. The exhibition draws extensively on the Tenterden Railway Company's own considerable archive on the subject, but is also indebted to the following for the gift or loan of items: Abergavenny Arms, Frant; Adams of Rye; Barclays Bank, Sevenoaks; British Coal, Kent; British Coal, London; Roy Buttifant; Barrie Clarke; Bob Fridd; Doug Lindsay and Peter Tomsett.

It never ceases to amaze us that relics of the original proprietors of the railway are still coming to light locally. Over the weekend of September 27th/28th the Signals & Telegraph Department were digging a hole for a signal post along the straight past the waterworks when a spade struck something solid about two feet down. This was revealed as a Rother Valley Railway "Not to Trespass" notice, which had been sited where a footpath crosses the line. Although in a poor state, all of the inscription can be made out and after cleaning it will go on display in the museum where, fortunately we have a similar sign which has been renovated and is now in excellent condition.

Permanent Way

At last, the thrust boring of the pipe under the "rabbit warren" has been completed. Due to a number of problems the contractor was on site for much longer than expected. The delay meant that the work programme suffered accordingly and a great effort is now being made to bring it back on schedule. To that end, an enormous amount of effort has been put into finishing the drainage at the bottom of the wet cutting, involving the steam crew booking on at 3.55 a.m. one Saturday morning to run ballast trains! The result of this is that both sides of the track have now been dug out, drainage pipes laid and ballasted over, as well as nearly 2,000 bricks laid in four weekends. Thanks to all involved in this mammoth task, which necessitated working long hours and many nights during the week.

The Winter work programme has now been drawn up and will be advertised fully in the next few weeks—watch your post as you may get a copy! We are still very thin on the ground for volunteers so please come and help us—even one day a year will speed the extension to Northiam.



G.W.R. Pannier Tank 7752 at Cranbrook Road with a heavy freight train of 20 wagons from Rolvenden on 14 September 1986
[Mike Esau]

Norwegian Locomotive Trust

It is pleasing to be able to record some news of No. 19, the ex Norwegian State Railways mogul, which has now been out of service for some nine years; the last progress report was 12 months ago. The locomotive's major components were moved into the shed at the end of September and the Department Management has appointed Bob Forsythe as leader of the rebuilding project for which the Trust is grateful.

After some intensive action by Bob, and Lawrence Donaldson, the interior of the boiler was inspected by Bill Vincent and much to everyone's intense relief, no major problems were discovered over and above those already made manifest at an earlier examination. The motion has been taken down and stored. The piston valves were examined and found to be in good order although not surprisingly new rings will be required. The next task will be to jack up the frames and give them a thorough cleaning after which work can start on replacing worn bolts and stretchers, etc.

The tender is due to be moved under cover shortly and further welding work can then be contemplated together with cleaning down and painting the new metalwork already fabricated

by Len Newton. A great deal of unskilled work will need to be carried out so both the Trust and the Locomotive Department will be grateful for any offers of help in the forthcoming months. The Trust A.G.M. will be held at Tenterden, on the same day as that of the K. & E.S.R. Locomotive Trust—Saturday November 29th 1986.

Signals and Telegraph

During August two new 25 line telephone exchanges were installed at Tenterden and Rolvenden by Neil Edwards and Chris Lowry, assisted by Roger Rowe and Alan Sampson. This equipment has the capacity for multiple calls at each location, with tie line working between Tenterden and Rolvenden. An identical exchange will be installed at Northiam at a later date.

Sunday 28th September saw the erection of the first signal for the new system at Rolvenden. The Up Outer Home comprises a metal tubular steel post and is positioned over half a mile from the station at the end of the water works straight.

The Department has substantially increased its under cover facilities by moving into part of the old Carriage & Wagon workshop behind the

new buffet at Tenterden. It is hoped that the former tenants will vacate the remainder of the building in the very near future which will enable the Signals and Telegraph Department to move in smaller items for storage, thus helping to improve the appearance of Tenterden station area. On Saturday 30th August the S & T coach (K. & E.S.R. No. 57, a Maunsell FK) was moved to its new position on the siding behind the buffet building. This event created some interest as it is the first time in over 10 years that this coach and Pullman car Theodora have moved! Various internal alterations have been made to the vehicle by Ian Legg.

An excellent job has been made by Stan Colyer in the construction of a new hardwood balcony for the signal box at Tenterden. The original had been life expired for some time and even light weight signalmen had looked nervous when descending to ground level from the box. The Summer months have also seen visits to Faversham and Selsdon to collect further items of redundant signalling equipment. Once again, special mention should be made of Kevin and Sue Jarvis for providing transport.

Traffic

The Summer has seen the usual two train service operating on peak Sundays, which has by and large worked well. A variation was introduced in late August when, due to the intense fire risk between Wittersham Road and Hexden Bridge, trains were worked over this section for a short period by the Ford Diesel, this provided its first regular revenue earning passenger duties, as well as necessitating a change of engines on each train at Wittersham Road which kept our signalmen busy. The two special events this year, Steaming Home and the September Steam Up have both featured intensive train operations. The shunting and loading of vehicles for the military goods train was accomplished without a hitch and thanks must go to our friends in I.M.P.S. and to the railway's "slingers" for their assistance and efforts in ensuring good timekeeping. Steam Up featured a 20 wagon goods train starting from Wittersham Road which, as it was longer than the loop at Tenterden, required some slick work by members of the Operating Department to avoid delay to the intensive passenger service in operation. We settle down now to a one train service during the Winter and then look forward to ballast and engineering trains



Lowering the S.E.C.R. Coach bodies into position behind the new Buffet Building where they will be used for storage and staff messing. 8th August 1986

[Stuart Phillips]



Toasting the Railway 25 years after closure. 14th June 1986

[Jim Berryman]

during the closed season. Running a railway never stops

The Wealden Pullman

44 Services have been run this year, including several lunchtime charters and two wedding reception specials. These figures mean we have served a total of over 3,000 diners, a 10% increase on 1985 which in itself was a record year. The repair of the steam heat in P.M.V. No. 74, which is used as the staff support vehicle, makes a welcome improvement for all those changing from their "civvies" into Pullman uniform.

The method of service to our customers is constantly under review and several small but important changes were made at the beginning of the season, most notable being the inclusion of another course and a general improvement in efficiency. Staffing this year has generally been very good and there are at least three people in hot contention for the "Mug of the Year" award. Many thanks to all those who have volunteered in 1986—we look forward to seeing you again next year.

News from Area Groups

Ashford Two of the 4-wheel carriage bodies were moved to Tenterden during August with the invaluable help of Paul Ramsden and members of the Carriage & Wagon department. They are now staid behind the new station buffet building. A donation of £500 from the T.V.S. Charitable Trust covered the crane and

lorry hire, and also part of the cost of materials to roof over the carriages to keep them protected, the balance being provided from Ashford Group funds. Currently the group is salvaging useful parts from the remaining two bodies and clearing the site in readiness for the developer. The group is also storing one complete compartment of the 5 comp. 3rd Class carriage for eventual restoration and display in the museum.

During the Summer the group joined with Maidstone at the Kent County Show, where a sales stand, photographic display, pump trolley and 7½ in. gauge passenger railway were provided. With the excellent weather, the sales stand did well and there were record takings on the pump trolley and model railway. As well as joining Maidstone in a June evening excursion, in July we organised a day trip to the Docklands Light Railway. We were able to view the whole of this fascinating new railway transport system at an advanced stage in the construction, just before the power was switched on for trials to commence. This was followed by a visit to Baker Street Station to see the new computer control system being introduced on the Bakerloo, Jubilee and District Lines.

The Ashford Group meets on the third Wednesday in the month at British Rail Social Club, Beaver Road, at 7.30 p.m. and new members are very welcome. A full programme has been arranged for the Winter and Spring months and is published in *The Rooter*.



Terry Baxter proudly displays his superb live steam model of No.3 Bodiam at Rolvenden during the 25th Anniversary weekend. 14th July 1986

[Jim Berryman]

Croydon & Sutton The Summer seems to mark a relatively quiet period with no August meeting and most people on holiday. However, publicity continues to be the main theme of Group activities, illustrated talks being given to various organisations including the Severn Valley Railway Association South East Area Group, Croydon & District Model Engineering Society and various Women's Institutes and Townswomen's Guilds. There are now over 150 slides available for use at presentations, including some of the G.W.R. pannier tank in action on the K. & E.S.R. Four talks have already been arranged and dates booked for 1987. The demand for publicity material has been so great that some of it was "held back" for distribution in the Autumn so as to spread the flow of visitors to the Railway and help boost the Winter figures.

Unfortunately since the photographic competition was cancelled (see Letters to the Editors) fund raising has been somewhat slow and fresh ways of bringing in money will be discussed at the next few meetings..

Secretary, Penny Johnson, has organised a programme of interesting get togethers during the Winter—please look at *The Rootler* for details. The venue is still The Ship public house, on the last Tuesday of each month at 8 o'clock. The new licences are very sympathetic to our cause and have made more space available and improved the comfort in the room used for the

meetings.

Maidstone As in previous Summers, the Ashford and Maidstone area groups combined for two events, namely the annual evening trip and manning the publicity/sales stand at the Kent County Show. Our excursion on June 25th was to the North Woolwich Railway Museum. Leaving Maidstone by coach in the early evening we spent a most enjoyable time browsing over the station building and relics of time long past. Unfortunately we were unable to continue on to see the restoration of the Merchant Navy class locomotive "Blue Star" owing to the closure, for security reasons, of the dockyard where it is on shed. However, forewarned, the preservation society had made arrangements with the museum to show videos of their progress within the station building. After thanking the staff for admitting us after normal opening hours we left at approximately 9.30 p.m. for home. The museum is now the home of former K. & E.S.R. locomotive 'No. 29' which now awaits restoration; it also houses the former Metropolitan Railway coach which used to be at Shoburyness.

On Bank Holiday Monday May 26th the group, together with the sales stand and pump trolley attended the Allington Community Association's Fun Day. The latter attracted many onlookers with over 200 exercising their muscles in the heat of a warm day. The K. & E.S.R. was allocated a full page advertisement

in the association's admission programme at no expense.

In last year's report of the County Show it was noted that 1985 was the eighth consecutive year that the Maidstone & Ashford area groups had represented the Railway there. It should also have been mentioned that Marlene Edwards and Jack Fox had appeared the year previously, together with "Marcia" on a low-loader and with two chairs and a card table distributed railway timetables. From that beginning, we have progressed to a metal framed sales stand with a waterproof cover and are supported by a large photographic display showing locomotives in action on the K. & E.S.R., a 7¼ in. gauge children's railway, the pump trolley and track and one or two vintage fire engines. Unfortunately Marcia has been unavailable for several years. The weather this year was clement and total receipts realised were £598; had we been able to carry a larger stock we would have bettered the £308 taken on the sales stand. The pump trolley took £112, draw tickets £62 and Children's railway £108. After deducting our outlay on stock and other expenses £213 profit was available for the two groups to allocate to railway projects. We were particularly pleased to welcome five new recruits to join the stalwarts who have manned the stand for several years.

Open meetings resume after Christmas at the Kimberly-Clark Social Club, Tonbridge Road, Maidstone at 7.30 p.m. on the last Wednesday of the month, from January to May inclusive.

Sussex The Group had a busy time during the Spring and early Summer, publicising the Railway at various model exhibitions and fetes in Brighton, Eastbourne and the surrounding area. The mobile sales stand has had better trading to date than previous years, one of the most popular lines being the large postcard range, which includes a big selection of continental railway stock.

The Group has also been very active at Northiam; the station building has been given a complete repaint which should help preserve it during the coming Winter. A new door and steps are to be fitted on the coal yard side. Tasks are being carried out in conjunction with the proposed development plan for the Station so as to avoid unnecessary work and expense. As a precaution against frost at the request of the Permanent Way Department, members de-keyed the track through Northiam. During the coming months it is proposed to complete

some cattle grids and renew the post and wire fence on the North side.

Over the last weekend in September the group arranged a two-day exhibition at Westham, which included the first showing of the K. & E.S.R. in N Gauge; like the railway itself it is being built in stages. The event was a success and was enjoyed by exhibitors and visitors alike.

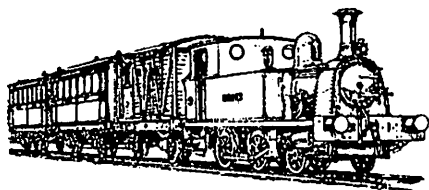
The meetings at Westham have continued to grow in popularity, with the attendance at one being over 50, and averaging about 40. Many people are keenly anticipating the December gathering when Nigel Menzies will be talking about Chinese Railways.

Thameside The Group has attended several events with the bookstall, including Bexley Show in Danson Park, Welling when we also took along souvenirs and records. Much valuable publicity was gained for the Steaming Home event due to take place the following weekend, which, with the Steam Up weekend and our usual Bank Holiday opening of Bodiam Station, provided the opportunity for more book sales and raised a useful sum for group funds.

As usual during the peak Summer operating period Group members have been providing manpower for the running of trains. However, some also found time to assist in track removal at Nabisco Foods in Welwyn Garden City as well as assisting with other projects on the railway. Work continues slowly on the Great Eastern coach under the guidance of Bob Gilbert, ably assisted by members of the Croydon & Sutton group, to whom we extend our thanks. As it is this coach's centenary in 1987 it would be nice to see it back in traffic next year, however much remains to be done before this dream can become a reality. Bob always welcomes fresh faces to help and he can be contacted on 01-857-3651.

The Summer has also been a time for romance in the Thameside Group. Members Dick Dickson and Kay Edwards 'tied the knot' on 5th July, whilst Dave Latham and Bev Prior followed suit on July 26th. Our congratulations to both couples. These also go to Charlie Masterson and Sue Wybrow on the occasion of their engagement. Communications regarding Group activities should be addressed to our Secretary, Sue Jarvis at her new address:- 36 Barnes Cray Road, Crayford, Kent DA1 4NR Telephone 9322-54201.

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Unwelcome Visitors!

Text and photograph by Graham Hukins



Late in the afternoon of Tuesday July 15th the first of over a thousand unwelcome visitors descended on Tenterden Town Station. Having spent the night in trees near the "Wendy House" the group took up position on the office window. On Wednesday morning, passengers arriving for the 10-50 departure were forced to use the side-gate to the platform and the site-tours for school parties had to be re-routed.

Who or what, you ask, were these uninvited and disruptive guests? They were, in fact, a large swarm of bees which finally settled on the advertisements between the office window and the main door.

Eventually, the queen and most of her workers were removed by Mr. G. Jewell, an apiarist from High Halden, who had been hastily summoned to deal with the problem. A few bees remained at the station until Mr. Jewell's return the following day.

Apparently bees feed well before they swarm so are generally good natured at this time and fortunately there were no casualties during their short stay.

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A Visitor from Tyseley

G.W.R. 0-6-0 PT 7752 visited the K. & E.S.R. from Mid-July to the end of September this year



September Steam Up—standing at Wittersham with “the mixed”. 13th September 1986

[Brian Stephenson]



The 3.15 ex Tenterden Town to Hexden Bridge rounds Willow Curve on a warm afternoon. 21st September 1986

[Brian Stephenson]

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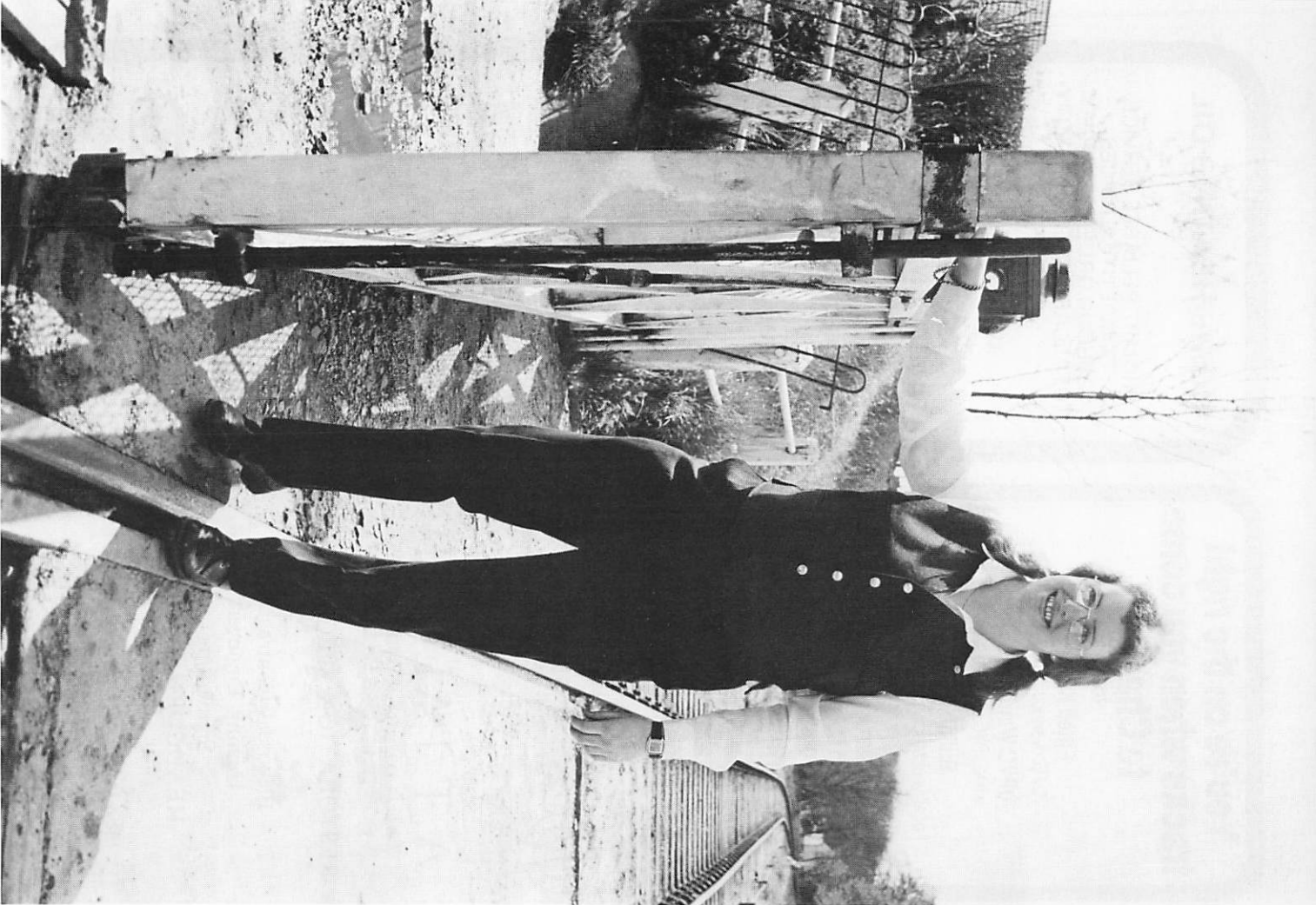
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[Jim Berryman]



[Brian Stephenson]

People in Profile

7: Cathy Roberts

Cathy Roberts has been a member of the Railway for as long as anyone can remember. Coming from a conservation-minded family, who moved to Tenterden in 1962, she joined the K. & E.S.R. when her father suggested that she should "do something useful" in the school holidays. At Tenterden, she soon became acquainted with many stalwarts of years gone by—Derek Dunlavy, Robin Doust, the Webb twins and David Sinclair to mention but a few. However, an early turn at the washing up in the pullman kitchen proved less than satisfying for her tomboy nature. She soon enlisted at Rolvenden as a locomotive cleaner and in her own words "worked on everything" including a short interlude with Kevin Blakiston and Christopher Lowry erecting telegraph poles

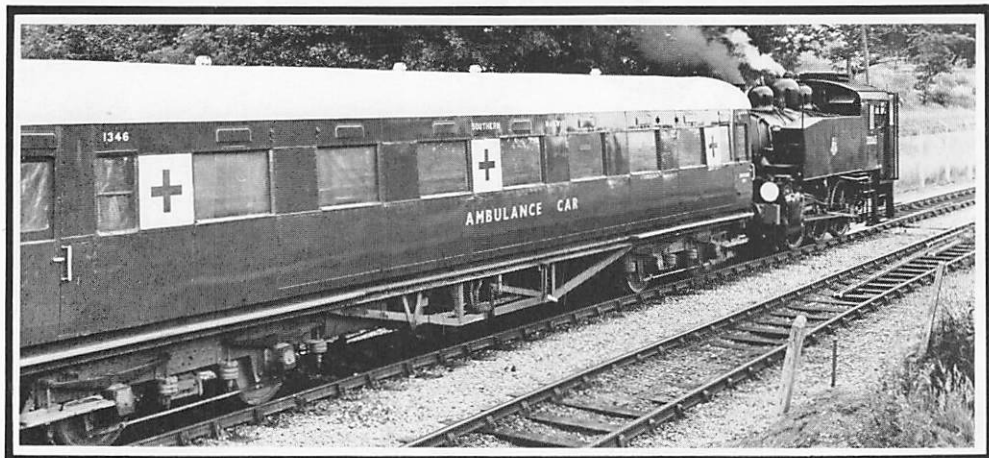
and connecting wire. She then turned her attention to the operational side, passing out as a guard in 1974 and as a signaller in 1981, possibly the first girl in the country so qualified. She has been in charge of locomotive rostering since 1975.

Cathy Roberts lives in Coombe Lane, Tenterden, within earshot of the trains and works as a bank official in the High Street, nearby. The involvement with military vehicles shows yet another aspect of her interest in conservation, but be it train or jeep, Cathy remains the girl who loves to share in what many would see as exclusively a man's world.

P.D.S.

Steaming HOME

The main event in 1986 was a military vehicle rally jointly organised by the Invicta Military Vehicle Preservation Society and the Tenterden Railway Company over 19th/20th July. The theme was the home coming of British troops and the departure of our American allies back to the U.S.A. at the end of World War II



USA No.22 eases the ambulance car through Rotvenden. 20th July 1986

[Brian Stephenson]

A general view of the rally site with vehicles being loaded. 20th July 1986

[Brian Stephenson]





A military train approaching Rolvenden Station. 20th July 1986

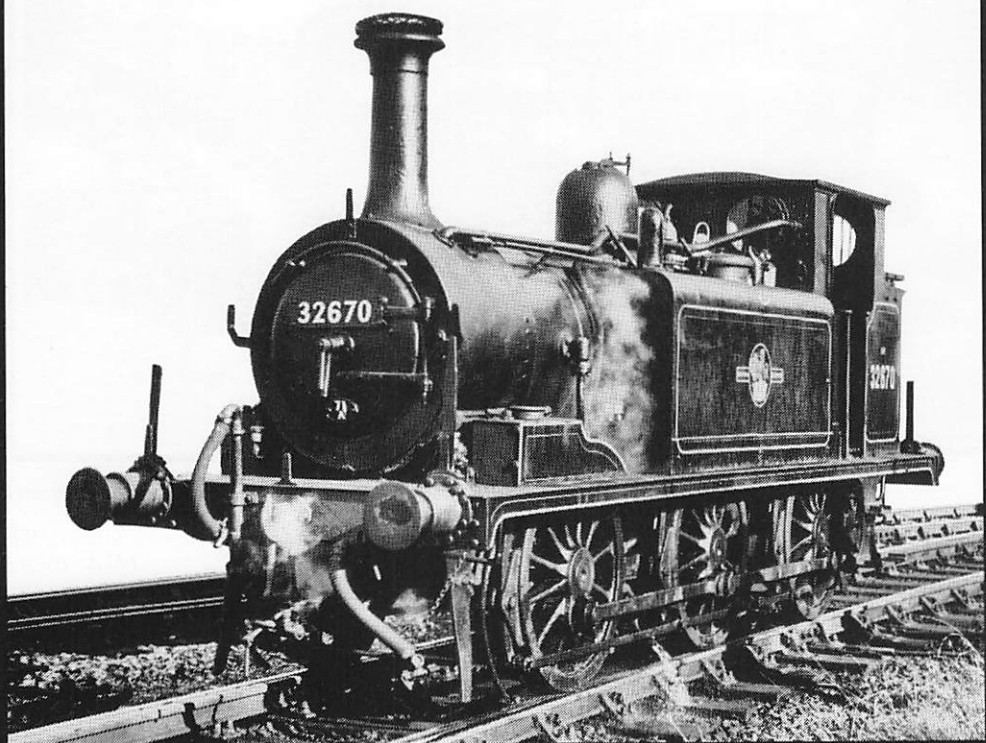
[Brian Stephenson]

American built light tank M5A1 modifying a Renault 5 during a car crushing demonstration. 19th July 1986

[Mike Esau]



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The Hadlow Light Railway

Colonel Stephens' office at Salford Terrace, Tonbridge was of course remote from any of the railways he managed and control had to be exercised by pithy memoranda and periodic flying visits. However, if the Hadlow Light Railway, for which he acted as Engineer, had been built as planned, K. & E.S.R. locomotives would have run to Tonbridge.

The first proposal for a railway to serve the area north east of Tonbridge appears to have been the unlikely sounding Tonbridge Wells, Snodland & Edenbridge Suspension Railway, mooted in 1825. In about 1836, some residents of West Peckham petitioned the House of Lords in favour of an extension of the South Eastern Railway to the village. An Act of Parliament was obtained in 1863 for a Hadlow Railway, which was to have left the Otford to Maidstone line of the London, Chatham & Dover Railway (authorised in 1862 but not completed until 1874) at Ightham, about 1 mile west of Borough Green station, and run some 5½ miles to terminate in "a Cherry Orchard in the Occupation of Messieurs Kenward and Barnett" in Hadlow. The line was to have been financed by local millowners and by the contractors who would have built it. However, although notices were issued to landowners in 1866, the financial crisis of the same year put paid to the scheme, and in 1876 when the Parliamentary powers were formally abandoned it was noted that the former Secretary had not been heard of since appearing as a witness in the Titchborne case while the solicitor for the promoters, who had put up the money for the Parliamentary expenses, had been made an outlaw.

Matters rested thus for another twenty years, when, taking advantage of the recently-passed Light Railways Act of 1896, plans were prepared for a Hadlow Light Railway of standard gauge to serve the district between Tonbridge and Ightham, an area then as now devoted mainly to fruit growing, hop gardens and the dairy trade. Starting from the goods yard of the South Eastern Railway station at Tonbridge, it would have left the town not far from the present Angel Centre, with a level crossing at Botany, and crossed the river Medway by means of a 10 ft high bridge with a span of 70 ft. The line then ran to the south of the main road, with two public road level crossings and a road overbridge, to Hadlow (3¾ miles), then a village with a population of some 2500, two breweries (Kenward & Court Ltd, and Henry Simmons' Style Place Brewery) and

the Mid-Kent Jam Factory Ltd. Public transport was supplied by George Castle's horse omnibus to and from Tonbridge station four times a day and by daily carriers' carts to Tonbridge and Maidstone. At Hadlow, the line would have divided. One branch ran somewhat to the north of East Peckham to rejoin the S.E.R. at Yalding, on the Paddock Wood to Maidstone line. This was an easily graded line, again 3¾ miles long, with seven level crossings, two of which, at Hadlow and near Hale Street, were over relatively busy roads.

The other branch ran northwards along the valley of a stream known as the Bourne or Shode, past the village of Plaxtol (with a population of about 1000) to terminate near Winfield Mill, a mile or so south of Basted and about 3¼ miles from Hadlow. Although all that is left of Winfield Mill today are some derelict sluices and broken masonry buried in the woods, at the turn of the century it was a thriving flour mill turned by a great water wheel and in the ownership of a Mr. James Smith Bellingham. In the days when water power was of importance, the little river was a hive of activity. Beside the Winfield flour mill, the line would have served the Roughway paper mills of Richard David Turner & Co., then engaged solely on Government work and now occupied by WBC Packaging Ltd. No doubt it was also hoped to attract traffic from the Basted mills, where paper for stamps was made, and possibly also from local stone quarries. This branch had considerably heavier earthworks and steeper gradients, up to 1 in 87. An application was made to the Board of Trade for a Light Railway Order in December 1896. The promoters were the Light Railways Syndicate Ltd., represented as usual by E.W.I. Peterson, a solicitor of Lincoln's Inn Fields and Cranbrook, and the Engineer was H.F. Stephens.

Commenting on the plans in its issue of 21 November 1896, the *Tonbridge Free Press* stated "it is gratifying to see that no time has been lost in carrying the scheme on toward completion. It is not probable that all the sections of the railway will be taken in hand at once, but there is no reason, unless some unlooked-for opposition arises, why the line from Tonbridge to Hadlow and Plaxtol should not be opened in the course of the next 12 months." In hindsight, it is significant that the same issue of the paper also carried a report of the passing of the Locomotives & Highways Act, allowing motor cars to travel at up to 12 mph, and of the first London to Brighton run celebrating this event.



A period view of Yalding station, proposed eastern terminus of the Hadlow Light Railway, where the signalman seems to be "half expecting a train." The signal cabin was recently demolished following the conversion of the level crossing to the automatic open type (no gates or barriers) in April 1986.

[Lens of Sutton]

Although unrecognised at the time, it could be argued that this marked the beginning of the end for the local country railway!

Undeterred by such premonitions, the promoters pressed on. Although Tonbridge Urban District Council had entered a formal objection to the scheme, to enable them to be represented at the public inquiry, a resolution was passed at Mr. Peterson's request in March 1897 to the effect that the district was in great need of improved facilities and that the U.D.C. supported the line subject to its objections being resolved. However, no action was taken on a suggestion that the Council actually subscribe towards the line.

The estimated cost of land and construction was £49,045 or £4240 per mile. The Board of Trade noted that the cost of earthworks on the Tonbridge to Hadlow section appeared to have been underestimated, as the volume of embankments considerably exceeded that of cuttings and only the latter had been allowed for. The £1270 per mile estimated for permanent way appeared a rather low figure.

The public inquiry by the Light Railway Commissioners into the application was held at Tonbridge on 27 April 1897. The Tonbridge U.D.C. complained that parts of the line were on land liable to flooding and the waterways proposed to carry the excess water were inadequate and that the level crossings would be dangerous. The promoters agreed to alter

the alignment through the flooded areas and to a clause in the Light Railway Order enabling the Board of Trade to require more or larger flood relief openings to be provided. The company agreed to cause a bell to be rung when a train was approaching the level crossing at Botany and to provide a footbridge at least 5 ft wide at a footway crossing much used by school children. Three level crossings were to have gates (and keepers, unless the Board of Trade agreed otherwise) and there were to be 5 or 10 mph speed restrictions at ungated crossings. The U.D.C. asked that the company be required to provide a station near the Hadlow Road in the north of Tonbridge; Mr. Stephens agreed to construct this station but the Commissioners decided that it could be left to the company to select the most convenient site.

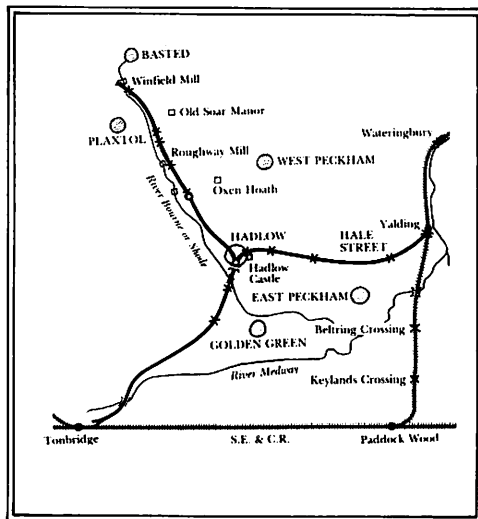
Sir William Geary, owner of the Oxen Hoath estate, objected to the effect on his property and was rewarded by a requirement that the company should provide a station and sidings for cattle and goods traffic at Mount Pleasant for his use. Other objections were raised by local landowners, complaining about their land being split up by the line, Col. James Clayhills of Hadlow, who was concerned about the level crossings in the village, the S.E.R. and the National Telephone Company.

The Commissioners advised that the Light Railway Order should be granted and this was done on Christmas Eve 1897. In addition to the requirements indicated above, it stipulated a

maximum speed of 25 mph (15 mph for tender locomotives running tender first) and a maximum axle load of 10 t. Traction could be steam or, with the Board of Trade's approval, electric, and the company could by agreement with the S.E.R. use the station and sidings at Tonbridge and the line between the up and down distant signals at Yalding. The rails had to weigh at least 56 lb per yard and platforms were to be provided at stations unless all the carriages used had "proper and convenient means of access." There was, however, "no obligation on the Company to provide shelter or conveniences at any station or stopping place other than at Hadlow Junction." Passing stations were to have home signals and also distant signals where visibility was less than $\frac{1}{4}$ mile and there were to be junction signals at junctions. The authorised capital was £70,000 in £1 shares (to which the S.E.R. was entitled to subscribe) plus powers to borrow up to £23,000. Three years was allowed for compulsory purchase of land and 5 years for completion of the works. The first directors of the Hadlow Light Railway Company were to be three directors of the Light Railways Syndicate Ltd, and one other person to be nominated by them.

The company seems to have had at least some measure of existence, as we find William Stow, a Hadlow coal merchant, listed in local directories as Secretary to the Hadlow Light Railway, in addition to being manager of the Medway Navigation Co. (Mr. Stephens was the Engineer of the latter company for a couple of years). However, no great progress can have been made as in November 1900 the Hadlow Light Railway, now with an office at H.F. Stephens' Salford Terrace, Tonbridge headquarters, applied for an extension of time to build the line, on the grounds that "their negotiations with the South Eastern Railway Company, as to an agreement to work the light railway, were temporarily stopped during the proceedings concerning the amalgamation of that Railway with the Chatham & Dover Railway, but that it is anticipated that within the next six months some definite arrangement may be made with the South Eastern Company which will enable the company to raise the capital required for this light railway." A revised estimate of £62,271 was submitted; the Board of Trade commented that it still ignored the cost of a total of 133,400 cubic yards of embankment, but it did allow £400 for stations on each of the three main branches—not a very generous sum even in 1900!

As no pertinent objections were received, no local inquiry was held and the Hadlow Light Railway (Amendment) Order was made on 4 October 1901. It extended the periods for acquisition of land and construction to 5 and 7 years respectively (i.e. to December 1902 and 1904), it allowed an axle load up to 14 tons if the rails weighed not less than 60 lb per yard and it increased the authorised capital to £75,000 and the borrowing powers to £25,000. Perhaps the most interesting feature of the Order from our point of view is that it empowered the Hadlow Light Railway to enter into agreements with the Rother Valley Railway to construct and work the line. It conjures up an intriguing picture of, say, No. 3 "Bodiam" puffing into Tonbridge with a train from Plaxtol or even hurrying down the main line to Headcorn or Robertsbridge on its way to Rolvenden for overhaul.



As a final postscript to the story, the S.E. & C.R. opened Beltring & Branbridges Halt in September 1909, affording slightly more convenient rail access to the villages of East Peckham and Hale Street.

I should like to thank the staffs of the Public Record Office, Kew (files MT6 159/8, MT58 4 and MT58 129), the Kent County Archives Office (papers from the Gordon Ward Collection, U442.B16), Tonbridge Public Library (Tonbridge U.D.C. minutes and files of the Tonbridge Free Press) and Bromley Public Library for their invaluable help in the preparation of this article.

Tom Burnham

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Letters to the Editors

Photographic Competition

Sir—As Secretary of the Croydon and Sutton Area Group, I feel yours is the best organ to express my disappointment at the failure of our recently-run photographic competition, which attracted negligible support from the membership. I am very grateful to the 9 (nine!) members who did enter. However, I feel that out of an estimated membership of 3,000 this was a very poor showing.

The event was well advertised around the railway, and everybody received notification and an entry form with the Summer mailing. Also, when speaking to various members at Tenterden, the verbal reaction was good and encouraging. So why this extremely low response? Was the timespan between notification and the closing date too short? Were the prizes insufficient? Was the theme too wide or too limiting?

I urge members to put forward their views, either through *The Tenterden Terrier* or to me at 267 Lee High Road, Lee Green, London, SE12 8RU so that other groups may avoid making the same mistakes in some future exercise. I expected enthusiasm, and received only apathy.

Penny Johnson

Taking Stock

Sir—Readers may be interested to know a little

more about the Southern Railway inspection vehicle illustrated on page 28 of the Summer 1985 issue of *The Tenterden Terrier*. The coach is S.R. No 073S which was originally L.S.W.R. 09, built as a Royal Saloon in 1877, as replacement for the two 4 wheelers, built in 1848, which eventually ended up on the K. & E.S.R. and S & M.R.. It served as a Royal coach until 1885 when it was replaced by a bogie coach but then went into departmental use as an inspection vehicle.

The enclosed photograph shows L.S.W.R. coach No 10, also built in 1877, as a Directors inspection saloon, which still survives as a grounded body in use as a holiday home near Wareham in Dorset.

R.M. Jones
Dorchester, Dorset

Weald Artillery

Sir—The interesting article by Ted Gee about rail-mounted guns in the Spring Issue reminded me that a train of six or eight of those guns arrived overnight in a siding at Ashford Works during the dark days of 1940. Mr. Gee's article helped me with the date, which must have been early September of that year. It was said at the time that they were in the works for a brake modification, but it may have been felt that they would be safer from enemy



observation if they were hidden in the conglomeration of a works yard, rather than a station siding.

These guns did not stay for more than a day or so, and were followed two or three weeks later by some of the "heavies"—huge beasts, each mounted on two bogies of 7 axles, each bogie being sub-divided into 3 + 4 axles for flexibility. They were some of the big guns soon to be located in East Kent "Gladiator" and "Peace-Maker" going to the Martin Mill area, "Scene-Shifter" to Lydden, and "Boche-Buster" to Kingston on the Elham Valley line. I do not know the names of any of these when in the works, probably as they were partly covered with tarpaulins. There are drawings, together with the histories, of all these large and small, in the book *Rail Gun* by John Batchelor and Ian Hogg, published about twelve years ago.

In the 1960s my son was taught to play the violin by a Mr. S.M. Cleeve at a school in Croydon, where he taught the pupils on all stringed instruments. After retirement from the school he continued to teach pupils at Potters Music Shop in the High Street. While I met him on several occasions to discuss my son's

progress, it is my great regret that I was unaware that he was an authority on heavy artillery until, after my son had left school, invitations were received for concerts given by Mr. Cleeve (he is an exponent of the *viola d'amore*), which briefly outlined his military career.

In 1976, reverting to his military rank, Lt. Col. S.M. Cleeve wrote to *The Daily Telegraph* asking if any reader could tell him the whereabouts of "Boche-Buster" which he had commanded in 1917/18. From the replies received he was led to the Royal Arsenal at Woolwich where he was informed that the gun was melted down with several of its companions in the early 1960s.

Regarding the Dean locomotives, one of my sergeants worked on the boiler of one in Ashford Erecting Shop during July/August 1944 when I had a detachment of Royal Engineers at the works. Could any reader possibly identify this locomotive for me by its number?

D.B. Barnard
Whitchurch, Salop

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Rails to Tenterden - Phase Two

Paul Sutton describes the second great track lifting exercise as recounted to him by George Wright

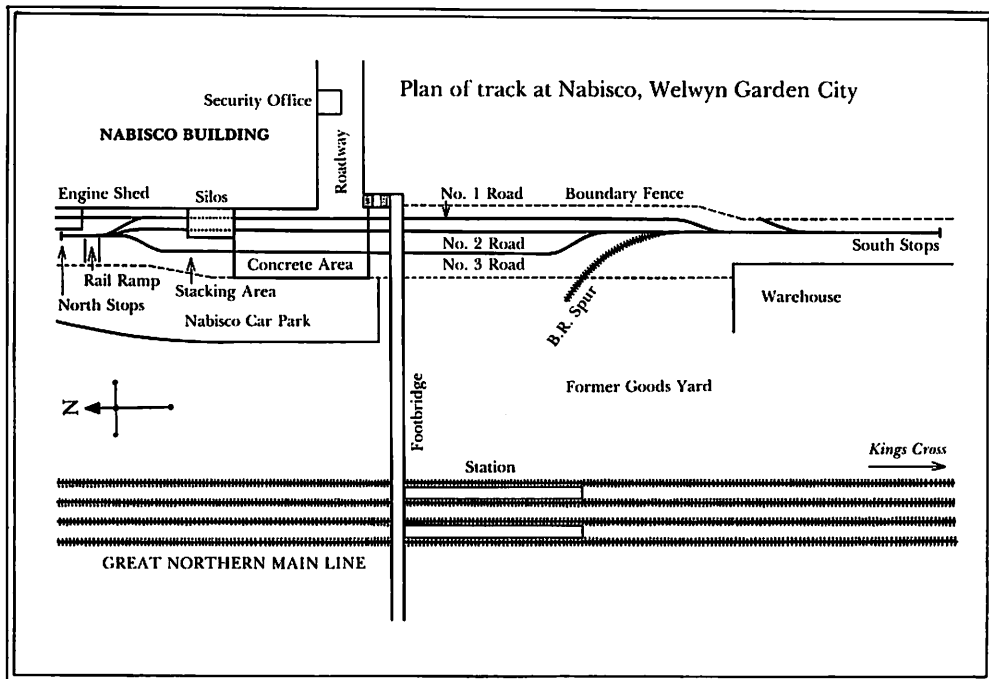
About the middle of 1985 Company Director, George Wright had a tip off from K & E.S.R. member David Brailsford, that the railway track system at Nabisco Ltd. Welwyn Garden City in Hertfordshire (formerly Welgar Shredded Wheat) was now redundant and due for disposal. Further information was then obtained from Barry Holmes and Dennis Henry.

This is a convenient moment to break away from this story and indulge in reminiscence. Those readers aged around 35 or more, who used to enjoy Shredded Wheat for breakfast in the mid 1950s will surely remember that the product was packed in a sturdy rectangular box with a layer of cardboard in between each row, which was very useful for model making and drawing. Another feature of the box at that time was a splendid picture on the front showing the Shredded Wheat factory complete with railway tracks on which stood several 10/12 ton box vans. Who would have thought all that time ago, that some thirty years later we would be offered the very same track that adorned

millions of cereal boxes!

However, back to 1986—Having been given the information that six sets of points and 520 yards of track was available, George Wright, who has special responsibility for projects such as this, contacted Mr. Annibal of Nabisco Ltd. for further information. The matter was discussed at the Railway's October Board meeting and authorisation given for an offer to be made. Early in November there was an initial consultation with Mr. Annibal and a tour made of all the track. A value was suggested to him which he accepted in principle and later that month our Board confirmed that the deal should go ahead.

It was not until 17th January 1986 that we received confirmation that our offer had been accepted officially and plans could now be made to organise track removal. Several visits to the site were made during February to take measurements, check on access and estimate material weights, etc.





The 3-way point and loco shed. 30th March 1986

[P.G. Moore]



The specially acquired crane in action. 4th May, 1986

[P.G. Moore]

It was eventually decided that work would commence on 9th March 1986 and continue each Sunday thereafter until completion. Additionally a full working week was arranged from 20th-27th April. Nabisco's management had kindly agreed that the small engine shed which had previously housed their Fowler diesel shunter could become the site office during the period of K. & E.S.R. occupation. On 15th February, trollies and tools were moved from Paddock Wood, the site of Phase I, to Welwyn Garden City and stored in the shed. This was accomplished with the generous help of local businessman Mick Corke, who very kindly made available the use of his lorry free of charge.

Meanwhile George Wright consulted the membership print out and found that there were about 30 members living within a reasonable distance of the job. These he wrote to, explaining the scheme and asking for assistance with the project. Eight members replied saying they would help. The work started on March 9th, as planned, with 9 volunteers in attendance. Considering the number of sets of points and quantity of track to lift, craneage was vital. To hire equipment would have been easy but very expensive so alternatives were investigated. Locomotive Department member, Richard Crumpling had previously told George of a small 2 ton capacity crane for sale at an engineering works in Tonbridge. This was inspected and found ideal for the tasks in hand so it was bought and taken to Rolvenden on 19th February. Boilersmith, Norman Payne had also offered the use of a Ferguson tractor fitted with hydraulic forks which was gratefully accepted. After the crane had been checked and fitted with new rear tyres, both vehicles were taken to the site by Lumsdens Haulage on 26th March and proved indispensable.

Lifting started with the south end buffer stops and proceeded steadily, though naturally the pointwork was more time consuming than the plain track. No.1 road proved particularly troublesome as the chairs were fastened to the sleepers with through bolts, incorporating a spiked triangular nut on the underside. Several unsuccessful attempts were made to remove these, but in the end resort was made to the cutting torch, burning through the nuts, then driving the bolts out with a keying hammer. It was a type of fastening not previously encountered, and hopefully never to be seen again. Most of the chairs were of Great

Northern Railway origin, some dating from the 1880s, but being unfortunately of non-standard design, had to go for scrap. A local metal merchant was most obliging by leaving a skip for us to load at the weekend and collecting it on Mondays. However a few were kept for souvenirs and one was restored and auctioned off after the AGM in October.

Plain track was handled as follows:- All fishplates and chair screws were removed and, after the rails had been de-keyed and tipped out, the sleepers were lifted, sorted, placed on the trollies and towed to the stacking area with the Ferguson tractor. The fishplates, chairs and screws followed. The rails were then towed in pairs to a point near the footbridge. When a sizeable heap had accumulated, they were craned on to the trollies and taken to the stacking area and tipped down a specially prepared ramp to await loading on to David Brailsford's lorry and transporting to Wittersham Road Permanent Way Depot.

Pointwork was handled in a similar manner, except that it was craned from the trollies and stacked near the concrete area. Sleepers and point timbers were just about life expired and, although some were sold for further use, most were disposed of as firewood or burnt on site. In all, six loads of rails and pointwork were taken away, the first on 1st June and the last on 31st August 1986. On 22nd September all tools, trollies, etc., were returned to the K. & E.S.R.

The whole job took far longer than estimated because of a shortage of labour. In the end about 10 local volunteers put in a regular attendance but, because of the distance involved, support from Kent and Sussex was poor. However, we are very grateful to those who did make it from the south, especially one member who travelled regularly from Southend by public transport! Although we had one or two wet days the weather, on the whole, was kind. Finally the Company extends its thanks to everyone who assisted with this exacting, sometimes frustrating, but nevertheless, very worthwhile project..

The account of this exercise can never really do justice to the amount of planning, telephone calls, paperwork etc. that is a necessary part of jobs like this. We congratulate and thank George Wright for once again organising further permanent way supplies for the railway in a most efficient way.



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Book Reviews

L.S.W.R. STOCKBOOK by Peter Cooper. Published by Kingfisher Railway Publications 96 pages of A4 format, printed on art paper; numerous illustrations and line drawings. Price £8.95

This beautifully produced book lists the 12 L.S.W.R. locomotives, 14 carriages and various wagons still surviving, together with details of their histories and locations. Virtually all the items are in the hands of preservation organisations, although it is interesting to note that several closed vans still remain in military service at stores depots around the country and some flat wagons and borails in departmental service with British Rail. The Kent & East Sussex is well represented with the composite coach No 959, the former Longmoor invalid saloon No 1, covered van No 2780 and gunpowder van No 1401. For the technically minded, there are tables with dimensions and service histories and separate sections on locomotive boilers and tenders. The copious illustrations have reproduced well and are accompanied by scale line drawings of the various items of rolling stock.

BRANCH LINES TO TUNBRIDGE WELLS by Vic Mitchell and Keith Smith, published by the Middleton Press. 120 photographs and introductory text. Price £6.95

The Middleton Press has now produced more than two dozen titles on railway subjects and the latest volume is well up to the standard of previous subjects. The content is divided into three sectors, covering the Oxted to Ashurst, Lewes to Crowborough and Polegate to Tunbridge Wells West lines. As usual, the text is kept to a minimum, but captions and anecdotes are sufficiently detailed to whet the appetite of the most intrepid enthusiast. The

timetable reproductions from "Bradshaw" need a magnifying glass to be readable, but certainly add to the overall enjoyment of the book.

The "Cuckoo" line, with its offshoot tramway to the mental hospital at Hellingly, is particularly well covered. The name, apparently, comes from the Cuckoo Fair held at Heathfield on 14th April each year. At this event, a cuckoo is released from a basket and its first song is reputed to herald summer. Did it manage to utter a note in 1986?

THE STATIONMASTER'S DAUGHTER by Pamela Oldfield, published by Century Hutchinson, 457 pages, price £10.95; Hard cover.

It is rare, if not unprecedented, for *The Tenterden Terrier* to delve into fiction, but Pamela Oldfield's latest novel (her ninth) is set in the Rother Valley, at Gazedown, supposedly between Rolvenden and Wittersham (Street). Gazedown has a small country station, with one Tom Turner in charge. Everybody knows about a long buried scandal that has blighted his career and dashed the hopes of his only daughter Amy going to London. Romance is in the air with Amy dreaming quietly of winning the hand of a handsome local farmer passions rise when a mysterious stranger arrives, believe it or not to research a book. Esme, the Lady from the Manor, bored with her husband, looks to the stranger as a lover, but then Amy appears on the scene. All in all an enthralling novel. Readers will also be delighted with the dust cover—number 10 at Tenterden Town Station, the carriage shed in the background and, of course, Amy on the platform.

P.D.S.

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	1985	1984
<i>Net income from:-</i>		
Fares and Charter Trains*	40,957	29,838
The Wealden Pullman	30,976	21,668
Bookshop	16,402	10,487
Santa Specials	16,912	13,669
Covenants and Donations	14,284	13,850
Membership Subscriptions	9,166	7,361
Buffet	5,833	4,067
Miscellaneous Sources, including Interest	10,631	12,276
Total	145,161	113,216
<i>Departmental Operating Expenses:-</i>		
Locomotives	22,927	15,860
Rolling Stock	3,000	4,843
Permanent Way, Civil Engineering etc.	9,256	9,203
Signals	1,516	811
Plant	1,245	975
Buildings	4,127	1,663
Total	42,071	33,355
<i>General Operating Expenses:-</i>		
Electricity	4,084	3,851
Rates and Insurance	7,485	6,688
Wages	13,611	15,115
Advertising	9,627	7,484
Miscellaneous	3,057	3,327
Total	37,864	36,465
<i>Administration and Other Items:-</i>		
Administration Expenses	12,250	10,814
Depreciation	4,762	5,429
Interest Charges	6,670	6,880
Loss/(Profit) on Sales of Assets	1,643	(2,771)
Bad Debts	—	568
Total	25,325	20,920
Surplus of Net Income over All Expenditure	39,901	22,476

**After charging all coal, fuel oil and water etc. Strictly speaking there should be an apportionment made to Santa Specials and a small amount to the Wealden Pullman.*

Balancing the Budget

Philip Shaw reviews the income and expenditure account for 1985

Remember that time is money. . . . (advice to young tradesman, by Benjamin Franklin, 1748)

1985 was a record year for the Kent & East Sussex Railway both in terms of passengers carried and the surplus earned. As a registered charity, we do not set out to earn a profit as such, as we have no shareholders to whom we have to account for dividends. Our primary objective is to generate as much income as possible and then to invest this both in the Railway and in the equipment with which we need to run it.

The finances are the overall responsibility of the Treasurer, David Felton, who reports directly to the Board, but he works closely with a Committee of three members in setting annual budgets and comparing these with actual achievements. In November each year, departmental heads are asked to put forward their budgetted income and expenditure for the following calendar year. This information is assembled by the Finance Committee and a working document is produced for the Board's approval. At this stage, amendments are made in order that the end result is a notional "balancing of the books" as the cash income is normally projected to match the outgoings, including items of a capital nature. In this connection any reserves brought forward are taken into account and also the level of borrowings within existing agreed limits. A budget review is made during the following summer in the light of experience to date, based on monthly accounts and revisions to the annual plan are approved by the Board where necessary.

Inevitably, budgets do not always come out as expected. Indeed, the surplus of £39,901 in 1985 was very much higher than we had anticipated. In practice, we find that this is more often than not a reflection of lower than expected expenditure; income budgets have usually been fairly well on target, erring perhaps a little on the cautious side. This situation can cause problems, for the last thing we wish to do is to hold up any one department for lack of cash, only to find that somewhere else in the organisation a substantial underspend has taken place.

As a voluntary body, with only two paid staff, our departmental operating expenses represent materials and services for members who are prepared to come and run the railway; their

value to us can be measured in terms of the hours that they are prepared to put in. This is the hardest budget of all to set and there is a tendency to be over optimistic in measuring the level of volunteer support. If we had more helpers, our surplus would be lower, but we could achieve much more rapid restoration.

The results for 1985 show how dependant we are on the Wealden Pullman as a source of income (£30,976). Nevertheless, other activities also did well, fares and charter trains reflecting a 7% increase in passengers carried as well as an increase in fares. Santa specials remain a substantial profit earner and judicious present buying by the Commercial Manager always ensures that these represent excellent value for money as well as carrying a high profit margin. The bookshop had another good year and the buffet began to generate a momentum within the limited confines of the pullman car. Substantially higher income has been earned in 1986, particularly since the new premises were opened in early August, which has greatly increased the available accommodation.

On the departmental expenditure side, Rolvenden was by far the biggest spender and accounted for most of the increase during the year. General operating expenses, administration and other items not directly attributable to any department were slightly higher, reflecting mainly inflationary trends.

With the 1986 season drawing to a close, it is clear that in income terms we have had a good year—all activities are expected to achieve record results. Departmental expenditure will reflect a major unbudgeted but essential item, some £16,000 on drainage works, described elsewhere in this issue. On grounds of prudence, we always build in contingency reserves into the overall planning, despite the scale of this item the overall results should be satisfactory.

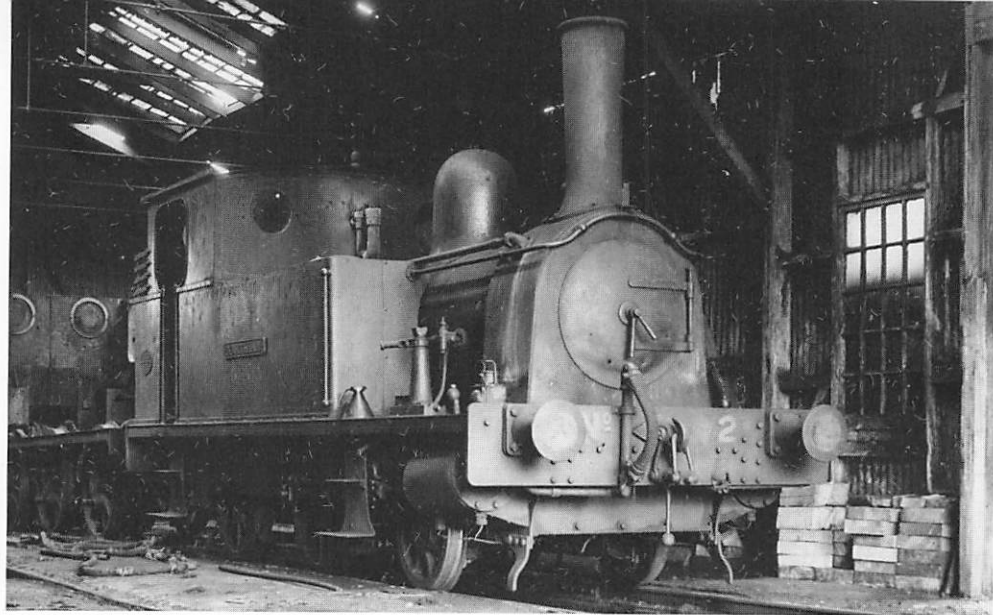
The balance sheet, which is in effect a statement of affairs at the year end, showed that in 1985 our total net borrowings fell from £83,861 to £31,515, which is a good position to be in should we need to raise money to finance future expansion. All in all, we can look forward to the future with cautious optimism.

Rolvenden Rules

When British Railways took over the Kent & East Sussex they were surprised to find that the Railway seemed to possess no Rule Book. However, amongst the papers salvaged from the old headquarters at Tonbridge by W.H. Austen was the following typewritten set of instructions. The document bears no date but was found amongst other papers dating from 1916 and, although the references to 'instant dismissal' and the versatility expected of the Locomotive Department staff are probably typical of the whole period of the K.E.S.R.'s independent existence, the emphasis on cleaning seems more typical of the Railway's early years!

Locomotive Department Instructions to Staff

- (1) All engines are to be properly coaled and watered and ashpan and smokebox emptied and fire cleaned, engine thoroughly examined before being put away by the Driver and Fireman each night, coaling is to be done by **backshift day cleaner or labourer** with the assistance of the **fireman and night cleaner**.
- (2) **Tubes of all engines are to be run every morning before leaving the shed.** If any tube is found to be stopped up it is to be reported in Drivers report book. When fireman on front shift he will do this **and night cleaner when he is firing first train**.
- (3) **Footplates.** These are to be cleaned and scoured by 10.00 a.m. daily, this is to be done by the fireman.
- (4) **Loco Cleaning.** This has not been done satisfactorily of late. Drivers are again reminded to report to the Fitter in Charge when the engines are not thoroughly cleaned.
- (5) **Failures or Defects of Engines.** These have to be reported in the Drivers Report Book before going off duty, and the Report Book is to be examined every morning and evening by the Fitter in Charge, who will take steps at once to repair any defect.
- (6) **Any Driver** who leaves the shed without seeing that his engine is equipped with a set of tools, Screw Traversing Jack, Ratchet & Jack, Bar, will be liable to suspension.
- (7) **Fires of Engines.** These are to be cleaned daily by Fireman after 40 miles run.
- (8) **Pumping Water.** This is to be done by Day and Night Cleaners, if day cleaner is absent the shed labourer to do this. The day man to see all tanks are **left full before going off duty**, this also to apply to Night man.
- (9) **Day Cleaner.** To dry sand and is responsible to see that sand bin is kept full.
- (10) **Loco Cleaning.** Day Cleaner to clean motions, Frames, Springs and Back of Wheels and boxes only. Night Cleaner is to thoroughly clean the train Engine except footplate.
- (11) **Shed Labourer.** To be responsible for the cleanliness of the shop, Boilers, Engines, Machines and tools, engine boilers and machines to be cleaned once each week, and all tools cleaned and put away each night after use.
- (12) **Coaling Engines middle day.** This is to be done by backshift Fireman with assistance of day cleaner if required.
- (13) **Washing out Boilers.** The greatest attention must be given to this and **all plugs & Mudholes** are to be taken out, copper rods are to be passed round the water spaces of firebox, and a rod down the barrel of boiler to ensure that all scale, mud etc. has been removed. The Fitter in Charge is responsible to see that each boiler is thoroughly washed out by pump engine after 6 days and is himself to examine the interior of Boilers with a lighted candle after having been washed out. He is to **return a statement Weekly to the undersigned giving number of Engine and date when washed out and to certify condition on examination.**

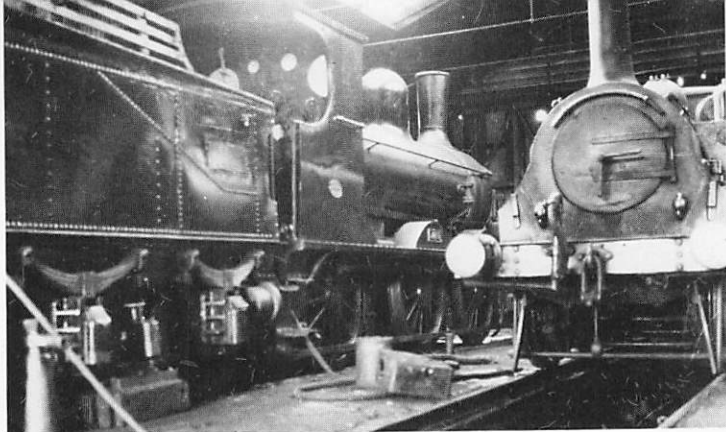


No.2 Northiam on shed with skeleton of No.3 Bodiam at rear. August 1933.

H.C. Casserley

- (14) **Brick Arches.** Engines must not be run without these, if the arch fails a new one must be built at once, engine being stopped forthwith and the arches must be cleaned off every Shed day by the Shed Labourer.
- (15) **Signals.** Drivers and all concerned are warned not to accept hand signals. Signals must only be accepted by flags or lamps, and Station Signals not properly lighted must be reported.
- (16) Shed Labourer is to repair all lamps, and do what Smithing that is required for P. Way, Carr. & Wagon & Loco Dept, when Fitter is out driving on backshift.
- (17) **All Concerned** are warned not to shunt Coal wagons in the Running Shed, these must be left at least one truck's length clear of Shed doors.
- (18) **Lighted Lamps** must not be left in the recesses of the Engine Shed, shop, or stores under any circumstances.
- (19) **Day Cleaner** to be responsible for cleanliness of Shed each night before going off duty and Night Cleaner each day before going off duty.
- (20) **All Breakdowns and Engine Failures.** These must be reported to the undersigned direct immediately same happens by Fitter in Charge and in the case of derailment the Fitter in Charge must advise the undersigned at once by postal telegraph. In the case of derailments the Foreman platelayer must also be advised by the Fitter in Charge either by telephone or messenger.
- (21) **Shortage of Water.** Should any engine fail through shortage of water and no water is found in the gauge glass after failure the Driver will render himself liable to instant dismissal, nothing less than $1\frac{1}{2}$ " of water must at all times be maintained in the Gauge Class.
- (22) The above instructions must be strictly adhered to and any of the staff failing to comply with same, holds himself liable to suspension or dismissal.

By Order,
Managing Director & Engineer.
Tonbridge.



*A clean No.9 Juno
and No.5 Rolvenden in
the shed in the 1920s.
[Lens of Sutton]*

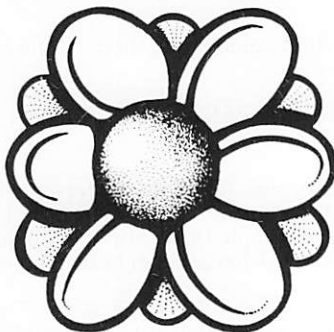
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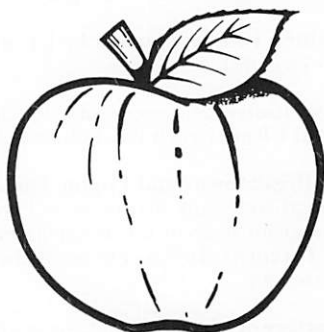
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The East Kent Railway Dismissals - a Post Script

Paul Sutton reveals some further details and photographs which have recently come to light.

As sometimes happens when researching one topic, something turns up which is also connected with another matter. This was my experience this Summer during a meeting with Gerald Wood of British Coal, Kent. Whilst showing me some photographs of the East Kent Railway it was noticed that the name Buttifint* appeared in several of the captions. This rang bells immediately as it was not long since I had written an article about two people working for the E.K.R., one of whom had that name. (See *The Tenterden Terrier*, Summer 1986, page 47.)

Following this first meeting, Gerald kindly introduced me to Mr. Roy Buttifint who is the son of the Guard. When he saw the article relating to his late father, he was very interested and generously lent us a number of photographs (some of which are reproduced here) as well as supplying further details on the incidents connected with his father's dismissal from the East Kent Railway.

Percy Buttifint's sacking was confirmed by Austen and he then elected to join the Merchant Navy. However, the authorities had different ideas, and, as he had had at least one spell of previous employment in the Kent coal pits, he was told to report for work at Snowdown Colliery, which is about nine miles South East of Canterbury. He protested that this was not only a long distance from where he lived but his three brothers (of whom two are still alive) all worked at the Tilmanstone mine. The Authorities relented and it was from this latter location that Percy Buttifint retired in 1965, having worked there as a Collier and a Face Ripper for some 23 years. Sadly, 18 months later in 1966 he died aged only 64.

His first contact with coal mining and the local railway had come at the age of eleven when he used to help his mother with her cleaning job after she was widowed. In 1913 she was employed at a house near the main line station, which at that time contained the offices of the Kent Coal Concessions Ltd who constructed the Tilmanstone pit and the railway between Wingham Colliery and Shepherd's Well.

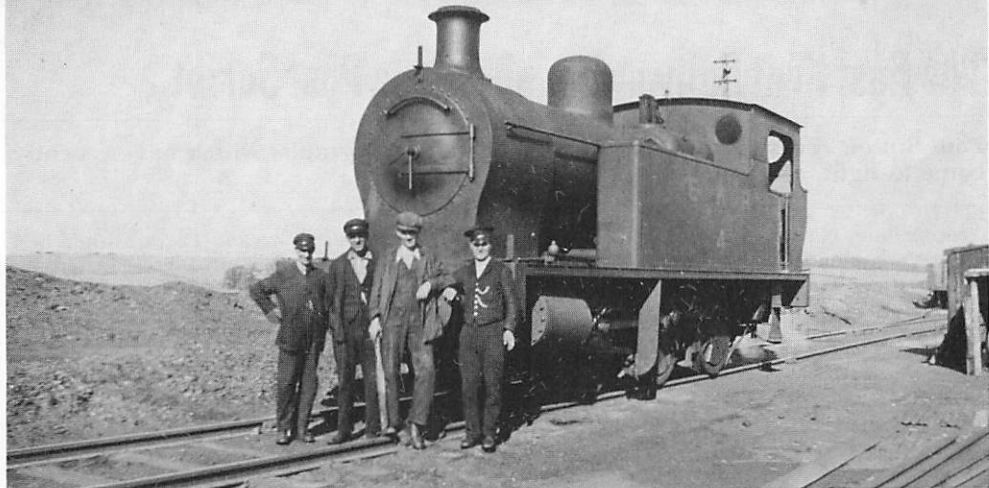
The wagon loads of chalk which featured in the accident with the W.D. locomotive had indeed come from the cuttings either side of the Golgotha Tunnel. Clearance of chalk falls was

a fairly regular chore and wagons would be taken up there usually after the last train on Saturday for filling on Sunday. They would then be removed before the first "paddy" train of the morning shift on Monday and be taken back to Eythorne and parked on the main line just North of the level crossing. Later they were formed up as part of the first mixed train to Eastry and Wingham, the chalk being used to strengthen embankments, etc., wherever it was needed. Much of it was also dumped out at the Wingham Engineering Company's premises, presumably to make up the ground. The accident could partly be attributable to the fact that the East Kent at this time had only one red lamp! This normally occupied a particular spot on the platform at Shepherd's Well, indicating the stopping place for the coach(es) off the service train which ran into the platform road by gravity, when passenger operations had ceased for the day.

The earlier incident at Shepherd's Well, which Austen had claimed caused "considerable damage" now seems to have been far less serious. According to Dick Cash, a retired East Kent Railway Guard and former carriage and wagon maintenance employee, there were no injuries and the only damage was to a cast iron tortoise stove in a War Department van being



Guard Percy Buttifint (left) with fireman Walter Clements.
[Roy Buttifint]



No.4 at Tilmanstone with L to R: Walter Clements (Fireman), Nat Sedgewick (Driver), Ewart Watts (Colliery Shunter) and Percy Buttifint (Guard). [Roy Buttifint]

used as sleeping accommodation for army personnel. This vehicle would, according to information available at the Public Records Office, most likely have been one of the French Ferry Vans which were marooned in this country when war broke out. Considerable numbers of these were requisitioned by the War Office for messing and sleeping accommodation for troops involved with the various railway guns in Kent.

With regard to Driver Griffen who lived at Dover, there is, as yet, no trace.

My grateful thanks to Gerald Wood and Roy Buttifint for their time, trouble and hospitality and especially to the latter for his generous donation of a Brake Van side lamp which is now on display in the East Kent Railway

Exhibition at Tenterden Town Museum.

.....
On the day that this article was written (7th October) it was announced on the National media that Tilmanstone Colliery is to close as soon as possible. The reasons given are "serious financial losses" and "mining difficulties". It was the second pit to open in Kent, commencing operations in March 1913. It was pre-dated by Snowdown which started mining in the previous January.

**Spelt wrongly by W.H. Austen and the S.R. but correctly by the N.U.R. and the Ministry of War Transport. I noticed the discrepancy but perpetuated it, reasoning that Austen should have known how to spell his employees' names better than any other organisation!*



Shepherd's Well Station, East Kent Railway in wartime. Note whitewash on platform edge and handrails for blackout precautions. 25th March 1940 [Roy Buttifint]

Doing the Job Properly

Boring through the bank described by Robin White

Members will be aware, through the pages of this august journal, of the problem the railway has been facing with the short embankment between Tenterden and Cranbrook Road level crossing known as the 'Rabbit Warren'. Improved town drainage, coupled with the age and general infirmity of Col. Stephens' existing culvert, led to a back up of water behind the embankment which began to resemble a scale model of the Hoover Dam. If this situation had been allowed to continue, the embankment would have become progressively wetter until it collapsed, either under its own weight, or perhaps triggered by a passing train with dire consequences.

Over the last year or so several half-hearted attempts made to solve the problem met with only temporary success. By April a 5m.p.h. speed restriction was in force over the 'Rabbit Warren' and the railway had incurred several thousands of pounds in hire charges for a large pump to move the water over the embankment. The newly reconstituted Permanent Way department, in consultation with our Civil Engineering advisor, Mr. Lawrence Brydon, were asked to give a permanent solution to the problem top priority.

A design for a new culvert was evolved, using 610 mm (2') diameter steel pipe with substantial concrete headwalls at either end. The site was surveyed and laid out by Alan Nash and Eric Haydock, working from the Ordnance Survey plans. Meanwhile, the work of boring the culvert under the embankment, a highly specialised business, was put out to commercial tender, and the quotation from Thrustmole Ltd. of Bedford accepted.

Permanent Way manager, Paul Wilson, contacted the landowners on either side of the line to explain the work we intended to carry out and to obtain their permission for access to the site at this point.

David Hazeldine acted as Engineering Supervisor for the job and I dealt with any operating aspects to ensure the minimum of disruption to the early season midweek services since trains could not be permitted to pass over the 'Rabbit Warren' whilst boring work was in progress. Chris Mitchell came temporarily on to the company books as driver/fitter and Paul Hatcher was seconded from his other duties for

the duration.

Preparations began on the late spring Bank Holiday weekend with the construction of an occupation crossing, removal of fencing and undergrowth, and the installation of a telephone at the site. The S. & T. dept also rerouted the overhead telegraph wires since the heavy plant in use would have dragged them down. During the following week, with the aid of a 'Hymac' mechanical excavator, large pits were dug either side of the embankment lined with sleepers and a dam created up stream to keep the area dry. The machine had to be loaded on a well-wagon at Wittersham and driven off at the site. Other items of equipment in use included the company's JCB excavator and a 4-wheel drive dumper truck, driven with great dash by Colin Edwards.

The excavations produced an amusing discovery in that the catch-pit built only last year on the town side was not connected to the pipe at all! The lower pit exemplified the casual way in which H.F. Stephens laid the culvert originally since it was certainly not straight. We also discovered evidence of the Colonel's economy of building methods, in that the catch-pits he had installed were formed of wooden beer-barrels buried under the culvert, which was laid with 9" ceramic pipe, which in the embankment was well clogged with tree roots to the extent that more water was seeping out of the earth than was coming through.

The contractors arrived the next Monday with their material, a former oil pipeline from Scotland which had to be craned off the lorry, transported to Rolvenden, prepared, re-loaded and then craned off the train at the "Rabbit Warren". Then the slow process of driving it under the embankment, begun, using an enormous jack-hammer, powered by a very large air compressor. Each 9 metre (30') length of pipe was swung down into the top pit, welded on to the preceding length and slowly driven through, accompanied by the noise of the hammer which could be heard all over Tenterden. The rate of progress can be judged by the three weeks it took to drive 45 metres (140') of pipe, although several days were lost by a breakdown of the jack-hammer. When the pipe finally broke through it had to be cleared of earth by pressurising one end with compressed air until the contents emerged as



The Hymac aligning another section of pipe in readiness for welding to that already part buried in the bank. The Jack Hammer lies waiting ready for action. June 1986 [Robin White]

one tremendous sausage.

All this time the pumps had to be maintained 24 hours a day to keep the site dry. Including the compressor, we used over 1000 gallons of fuel oil and pumped around 40 million gallons of water during the work. One night David Hazeldine and I were checking the pumps before retiring when the local police turned up, having received a report of suspicious nocturnal movements. Fortunately we were convincing enough not to end up spending a night in the Ashford cells.

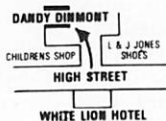
Next we had to construct the headwalls at the ends of the pipe and a drop-pit at the lower end since the pipe had emerged somewhat higher up the bank than we had hoped. The rather soul-destroying job of mixing 120 tons of concrete was spread over six weeks, 60 tons had to be moved by wheelbarrow to construct

the lower side arrangements.

As I write (4th October) the fencing has been replaced and only some small tidying up remains to be done. The culvert is in full working order; approaching a one foot depth of water flows through it on rainy days. The embankment has now dried out sufficiently to allow the speed restriction to be removed.

The Permanent Way dept is currently installing new, more substantial drains along the 'Wet Cutting' above Rolvenden and for the winter we are planning major operations centred on the culvert at the Wittersham end of Rolvenden station. Our philosophy throughout is to build to last.

Anybody who would like to help with permanent way work is invited to ring Paul Wilson, any week day evening, on 0843 5886617.



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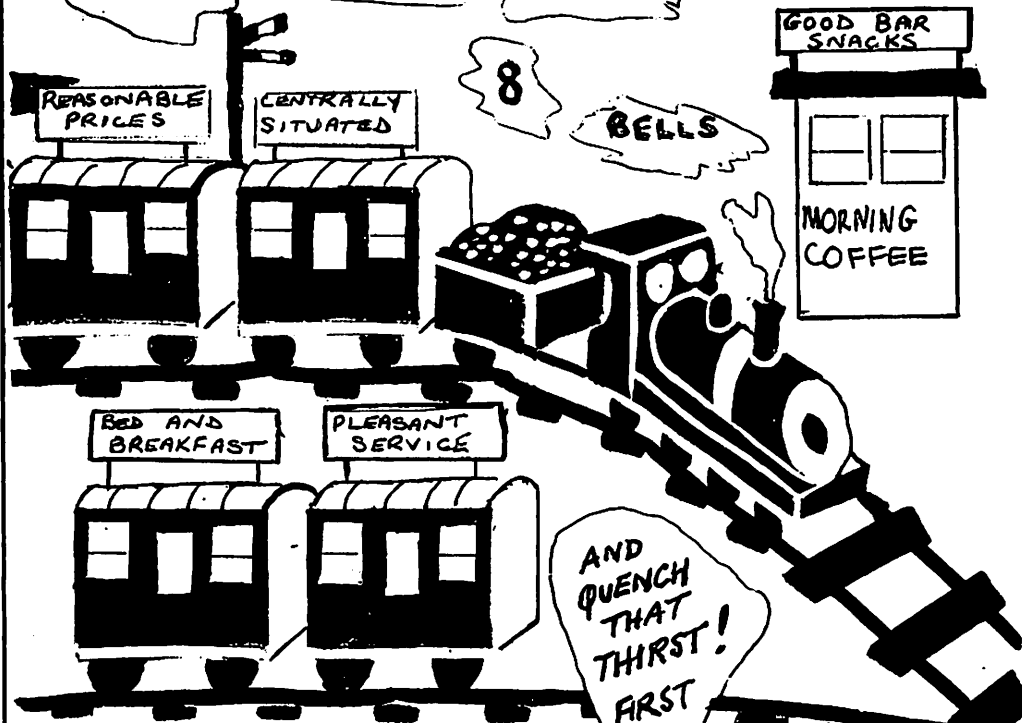
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