



The Tenterden Terrier



Number 43

Summer 1987



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

DIRECTORS

D.T. Dunlavey
D.J. Felton
K.W. Lee

G.D. Pattison
P.C. Ramsden
D.M. Stratton (Chairman)

A.F. Webb
D.H. Wilson
G.C. Wright

SECRETARY & REGISTERED OFFICE

R.J. Williams, Tenterden Town Station, Tenterden, Kent TN30 6HE Telephone: Tenterden (05806) 5155

MANAGEMENT

Finance Department Manager & Treasurer	D.J. Felton
Management Co-ordinator	A.F. Webb
Building Department Manager	D. Stubbs
Civil Engineering Department Manager	P. Wilson
Clearance	A. Tebbott
Permanent Way	P. Wilson
Plant	S. Wilson
Commercial Department Manager	D.H. Wilson
Chief/Booking Clerk	J. Emmott
Chief Ticket Inspector	C. Wood
Commercial Manager	Vacant
Colonel Stephens Railway Shop	Vacant
Stations	R.M. Toynbee
Catering	K.W. Lee
Wealden Pullman	R. Osborn
Public Relations & Marketing	R.M. Toynbee
Educational Liaison	G. Siviour
Carriage & Wagon Department Manager	P.C. Ramsden
Locomotive Department Manager	R. Forsythe
Locomotive Maintenance	P. Hatcher
Locomotive Superintendent	P. Wensley
Steam Cranes	P.M. Hatcher
Operating Department Manager	N. Sime
Chief Signalman	C.E. Norman
Traffic Co-ordinator	I. Legg
Signals & Telecommunications	P.E. Vidler
Extension Co-ordinator	G.D. Pattison
Secretarial & Administration Department Manager	R.J. Williams
Historian	P.D. Shaw
Museum & Keeper of the Archives	E.J.R. Miller

Membership Secretary

A-K Renewals

L-Z Renewals

N.A. Johnson, 10 Weald View,
Wadhurst, East Sussex. TN5 6EB
A. Piggins, 98 Warwick Avenue,
Thorpe Lea, Egham, Surrey.
Mrs. L. Johnson, 10 Weald View,
Wadhurst, East Sussex. TN5 6EB

THE TENTERDEN TERRIER

Editor

Assistant Editors

Magazine Advertising

Editorial Office

P.D. Shaw
S.R. Garrett; Neil Rose
G.H. Benbow
141, High Street, Tenterden,
Kent TN30 6JS
G.H. Benbow: Tenterden 3477

Telephones

P.D. Shaw: Tenterden 3468
S.R. Garrett: 01-531 6458

The Tenterden Terrier is published by the Tenterden Railway Company Ltd. three times yearly on the first Saturday of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2449

Bodiam Castle

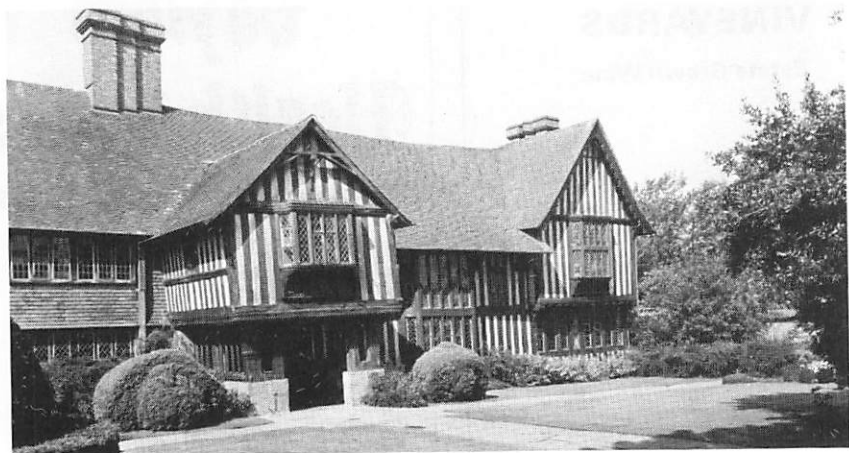
A National Trust Property



The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 5.30 p.m. or sundown if earlier. Closed over Christmas. Built in 1385 as a defence against the French, ruined in the Civil War, it still has a magical effect on every visitor. Inside one tower an audio-visual display describes life in a castle 600 years ago, and in another, on video, a warrior is being dressed in a magnificent suit of armour. There is a café in the car park. *About 500 yards from the K. & E.S.R. station.*

Telephone Staplecross (058083) 436.

Great Dixter



This 500 year old manor hall is open every afternoon (except ordinary Mondays) from 1 April to 11 October, also weekends October 17/18 and 24/25 2 p.m. to 5.30 p.m. (last admission 5 p.m.). The gardens, well known for the wide variety of plants is open earlier at 11 a.m. on May 24/25, Sundays in July & August, also August 31st. Some of the unusual plants have won awards at the Royal Horticultural Society shows in London. *1½ miles from the K. & E.S.R. station at Northiam; follow the signposts in the village for a very pleasant visit.*

Telephone Northiam (07974) 3160

Webb's

**AGRICULTURAL BUILDERS & DOMESTIC
IRONMONGERS
POWER TOOL SPECIALISTS**

**MIELE SPECIALIST DEALERS
CLEANERS, DISH WASHERS & WASHING
MACHINES**

STANLEY FOUR STAR ** TOOL CENTRE**

**AUTHORISED CALOR GAS Retailers
ALL PATTERNS OF CYLINDERS INCLUDING
AUTOMOTIVE.**

**Delivered FREE within our FREE DELIVERY AREA
CALOR HEATERS, COOKERS & other appliances
in stock**

**FULL RANGE OF MOWERS, CULTIVATORS
& CHAIN-SAWS including spares**

Webb's

**45 & 51 High St. Tenterden
Tel: Tenterden 2132/5**

And at Sittingbourne (Est. 1910)



N.H.B.R.C.



N.F.B.T.E.

A.T. PALMER (BUILDERS & CONTRACTORS) LTD.

RESTORATION SPECIALISTS

Electrical Contractors

Heating Engineers

Signwriting

HEADCORN - KENT

**RADIO CONTROLLED
VEHICLES**

HEADCORN 890666

BIDDENDEN VINEYARDS

Estate Grown Wine

**VINEYARDS OPEN FOR SALE
OF WINE & CIDERS DAILY**

Guided Vineyard Walks by arrangement

**ONE OF THE SEVEN WONDERS
OF THE WEALD**

Enquiries to:

Biddenden Vineyards Ltd.

**Little Whatmans, Biddenden,
Ashford, Kent**

Telephone: Biddenden (0580) 291726

Taylors Health Foods

**We maintain a fine selection of dried fruits,
pulses and nuts. Also dietary supplements and
herbal remedies.**

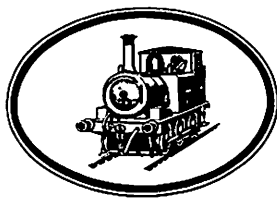
**SPECIALITY FOODS - HERBS -
SPICES**

A good selection of animal & pet foods

**ALSO MEDICINES - TOYS -
ACCESSORIES**

**TAYLORS HEALTH FOODS
1 High St. Tenterden, Kent.
Telephone 3359**

The Tenterden Terrier



Number 43

Summer 1987

Contents

- 3 Editorial
- 4-15 Lineside News
- 18-19 A Much More Permanent Way
- 22-23 People in Profile-9
- 24-25 Platform Panorama
- 26-30 The Other Longmoor Saloons
- 32-35 Wadhurst Rescue
- 38-39 Evidence in Camera
- 40-41 Letters to the Editor
- 42-46 Early Days of the Sheppey Light Railway
- 47 Book Reviews

Editorial

It's all happening

The news that 1987 has got off to a cracking start, with traffic up 39% is welcome indeed. Anything approaching this figure for the year would, of course, transform the finances, but the Tenterden site is undoubtedly drawing the crowds. The Easter event was astonishingly successful in commercial, if less so in aesthetic terms, with broken records all round and the satisfaction of a low cost budget. Now that we have an established buffet of reasonable standard, re-designed shop, children's play area and information centre, there is plenty to see and do. The advantage is that we can cultivate the "visitor" to Tenterden rather than just the traveller on the line and this could double the paying numbers. What a pity that the restoration of moving vehicles is not progressing at the same rate; perhaps if volunteer helpers were to increase in the same proportion as visitors, most of our problems would be over.

©Copyright Tenterden Railway Company Ltd 1987

Graphics by Vandyke Design
Printed by L. & T Press, Luton
1987

*FRONT COVER: Safe and Sound!
No 24 crosses the new culvert at Rolvenden
on 18th April 1987*

[Brian Stephenson]

Lineside News

Compiled by Neil Rose

We are very fortunate that our Railway traverses a delightful corner of the English countryside. Its rural setting provides a constant source of interest, each season bringing its own mood to the landscape, where the colours of sky, wood and field are always changing. Springtime for me has its own special charm and a trip along the line on a warm, cloudless May evening was a heartening experience. The chill days of winter seemed long gone with new life in evidence all around; a carpet of bluebells in Gazedown Wood reflected the sky; a pair of swans paddled slowly along an adjoining drainage channel; inquisitive young heifers cavorted about their pasture; and the fresh leaves and grasses displayed infinite shades of green. Three hot-air balloons drifted slowly across the valley, appearing as harbingers of long summer days ahead.

The Railway, too, had lost its closed season drabness and seemed well prepared for the summer, with rolling stock smartly turned out and stations spruced up; recent liberal use of the paintbrush was much in evidence. Above all there was a permanent way to be proud about and, for the first time in very many years, our visitors can now enjoy a very much smoother ride. As recorded elsewhere, the P W Department worked throughout the winter months, often in atrocious weather conditions, to bring the trackwork up to a high standard. Hard unglamorous work, but nevertheless vital to the prosperity of the Railway; those concerned are to be congratulated.

The Editorial Team

It is sad to record that Paul Sutton has found it necessary to retire from Joint Editorship of *The Tenterden Terrier*, because of a long period of ill health. Paul first became involved with the magazine in the Winter issue of 1978, when he stepped in at short notice to produce some departmental notes. Having had practical experience of both driving and maintaining locomotives it was a task for which he was well qualified.

He became Assistant Editor in the Summer of 1979, following the retirement of Mark Yonge and after 15 issues, Joint Editor in the summer of 1984, although by oversight this was not

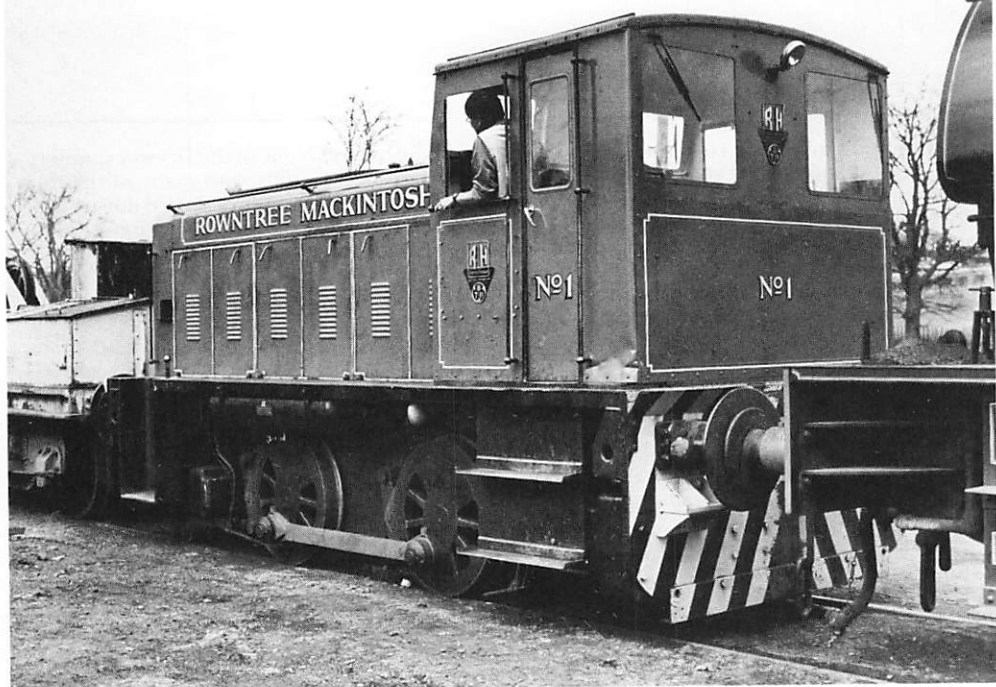
recorded. He made an outstanding contribution to the success of *The Tenterden Terrier*, particularly in the compilation of Lineside News, which was commented upon most favourably when the magazine was entered for the A.R.P.S. competition and won the premier award for three years running in 1982, 1983 and 1984. In addition to the editorial function he wrote a wide range of articles and did 'on the spot' photography. Mention must be made of his Wife, Val, who spent many hours typing drafts and taking notes from the telephone. We wish him well and a speedy recovery in the future. We welcome Neil Rose to the team as Joint Assistant Editor with Stephen Garrett. Neil's literary skills are well known to readers of this journal and we are most grateful to him for stepping in at short notice to undertake the compilation of Lineside News as well as contributing another article in this issue.

People

With regret we have to report the resignation of Doug Lindsay who for the last five years had run all aspects of the Col Stephens Railway Shop and, more recently, had been the Railway's Commercial Manager. After seeing the Railway through a period of considerable growth, Doug has felt the need for a change of environment and we wish him every success in his new employment. Typical of the dedication and enthusiasm which he brought to his varied role, he was still hard at work fitting out the redesigned shop late in the evening of his last official working day. We hope still to see Doug around the Railway in his new guise as a volunteer.

We welcome Val Sutton, wife of the former joint editor of *The Tenterden Terrier*, as part-time Secretary. With her deep-rooted knowledge of the Railway, her presence at Tenterden on weekday mornings will be invaluable in dealing with the numerous telephone calls, correspondence and personal enquiries that are received every day.

Finally, we report the death on 24 April of Tom Waller. Members with long memories of the Railway will recall a weatherbeaten man, wearing shorts (or Kilt) in all seasons, who caringly tended the flower borders at Tenterden, bringing to them a blaze of colour. He retired from Kent to Somerset eleven years



The new Ruston & Hornsby 0-4-0 diesel electric at Rolvenden, 18th April 1987

(Brian Stephenson)

ago. At Stogumber, on the West Somerset Railway, he also cared for the station and its gardens with skill and affection.

Boardroom

No report from the Directors would be complete without a tribute to the hard work and dedication of volunteers during the close season. What was undoubtedly the most ambitious work programme since the line was reopened in 1974 was completed on time despite the severe weather conditions and within budget—a credit to all concerned, and particularly to the Permanent Way team under the able leadership of Paul Wilson.

The decision to delay reopening until mid-April was not taken without some trepidation, but the Railway's well-oiled publicity machine in the shape of Mark Toynbee ensured that the lost revenue was more than recovered. The Kent Messenger Group provided much appreciated support and publicity over the Easter holiday period.

In mid-April the overhaul of Diana's kitchen gave cause for concern since it was far from finished only days before first needed in service. Only the sterling efforts of a group of Pullman staff enabled the first Wealden Pullman of the season to run as scheduled.

Expenditure on a completely new kitchen has been authorised and this is due to be installed in June.

Earlier in the year the Directors invited Lord Deedes to become President of the Company and we are delighted to welcome him on board. The full story of Bill Deedes', now Baron Deedes of Aldington, involvement with the Railway is covered in the next issue.

The Committee set up to review coaching policy submitted its first report confirming the need for four additional Mark 1 vehicles to support the service levels envisaged when the Railway reopens to Northiam and Bodiam. Subsequently, through the generosity of member Tim Walker a Mark 1 CK was obtained shortly before Easter and quickly pressed into service (see C & W Dept notes).

Planning for the extension has continued apace, the Directors having approved the terms and conditions of the planned Bond issue. Meanwhile, negotiations are continuing with interested lineside parties and statutory authorities.

Locomotives

Five steam locomotives have seen service in April and May. No 11, the S E C R 'P' class,

and No 14 have run coupled together on many of the trains, hauling four coaches up Tenterden Bank with little difficulty. The former lost its BR running number over the winter but is expected to appear soon as SR 1556. Both are classified in the K E S R fleet as Class 1 locomotives and each weighs just 28 tons but, running together, No 14 appears appreciably the larger.

Austerities Nos 23 and 24 have been regular performers and are reported as running well. No 25 saw service over the Easter period but since has had a main steam valve replaced on one of the clack boxes after it failed to seat properly. This locomotive will be withdrawn from service in late June for its annual boiler inspection and for refacing of its regulator valve to stop steam blow by.

News from Rolvenden of other locomotives is as follows:- No 3: It has been decided to remove the inner firebox from the boiler to allow better access to badly wasted areas. Sadly, it seems this locomotive will be out of use for some considerable time to come.

No 10: Major repairs have progressed well and, with the arrival of better weather, repainting has commenced.

No 19: Overhaul of the brake rigging and horn guide fixing bolts has continued apace. The frames have been separated from the wheel sets and are easily accessible for cleaning, de-scaling and eventual repainting. All the main locomotive springs have been sent to a contractor in Sheffield for overhaul and it has been necessary to cast a pair of axle box brasses since the originals were found to be broken.

No 22: A complete re-tubing is being undertaken by Paul Hatcher.

No 26: Beginning to look much more like a steam engine again. The boiler and all fittings were due to be steam tested during May and, subject to a satisfactory result, the final stages of re-assembly will then start.

No 40: The BTH diesel awaits the return of its springs from overhaul.

The Fowler diesel (No 43) runs well and has been doing much work for the P W Department, while the Vulcan shunter (No 45) has been kept in use around Rolvenden Yard.

Overhaul of No 47, one of the Drewry shunters, has progressed steadily with many of the cab fittings now replaced. Work slowed down a little before Easter, however, with the arrival of a new diesel locomotive acquired from Rowntrees of York. This is a Ruston Hornsby 0-4-0 diesel electric, the electrical equipment being supplied by BTH. Externally it bears a very smart light apple green livery and shows "Rowntree Mackintosh No 1". Mechanically it is also in good order and, once attention to the traction motor brushes and donkey engine is completed, should prove to be a very useful locomotive.

A swivel arm water column has been installed by the ash pit in Rolvenden Yard which makes life easier for loco crews. Improvements planned for this year include new shed lights, a better electrical supply to the machine shop and compressor shed and improved storage facilities. To this end the shed housing the compressor will be moved shortly from one end of the locomotive shed to the other, so as to make more space available for containers.

As ever, new volunteers are always welcomed by the Locomotive Department at Rolvenden.

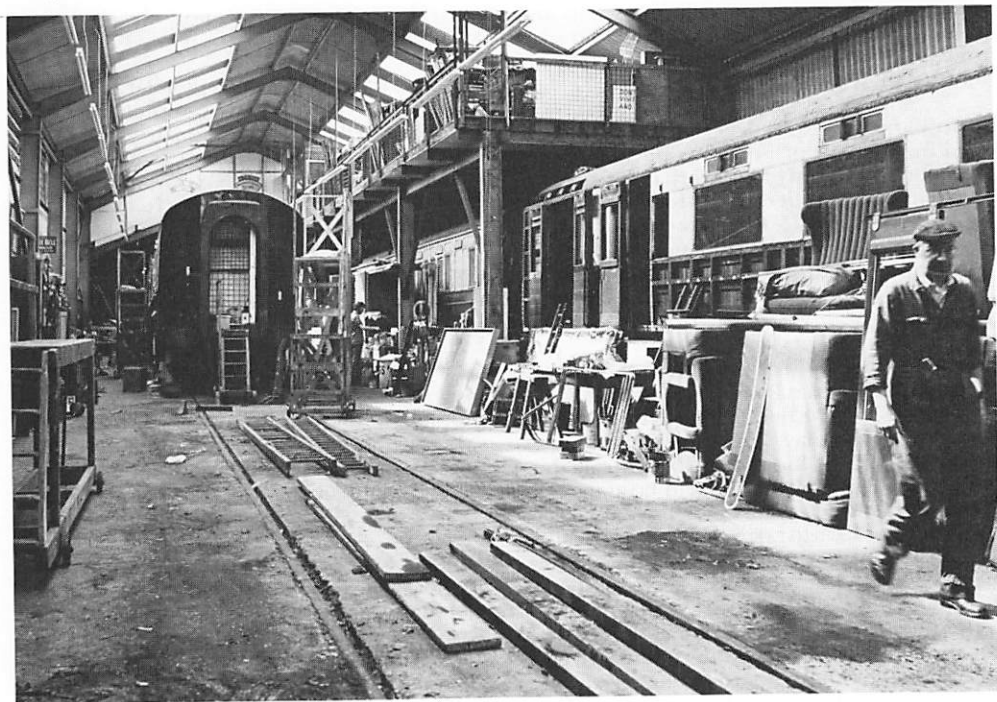
Carriage and Wagon

As reported in the last *Tenterden Terrier*, Mk 1 SK No 63 and BSO No 73 entered the carriage shed in early January for overhauls which continued until the middle of April. Repairs to the doors took up much of the time; for example two doors on the SK needed rebuilding completely which took up to four days each to finish. Minor repairs were carried out to the bodysides, three side lights on the BSO having new platework welded in at the bottom corners and a small area of end-sheeting on the SK being patch plated. The SK's roof, which had large areas of paint flaked off exposing bare steel, was sanded down, primed and then painted in the now standard Pigeon Grey. Corroded sheeting above the toilets was replaced and internally the toilet floors were retiled and the equipment overhauled. The coach was repainted in the standard brown and cream livery, with "Third" lettered on the doors. It re-entered service on Easter Sunday.

Within the BSO the seats have been retrimmed in an orange/red/black pattern moquette, having been sent away to a contractor in Hastings. To assist guards, the toilet has been completely stripped of all fittings and, instead,



'P' class 1556 and No 14 'Charwelton' near Gazedown Wood with the last train from Hexden Bridge to Tenterden Town on Kentish Express day, 18th April 1987 (Brian Stephenson)



An unusual view of the carriage shed, with Maunsell B.S.O. No 54 and Birdcage No 61 (right) and B.T.O. no 73 (left) undergoing restoration on 18th April 1987 (Brian Stephenson)

now houses a vacuum brake application valve and gauge needed for propelling between Wittersham Road and Hexden Bridge.

Formerly, this valve was fitted to the exterior of the gangway connecting faceplate which prohibited the coach being buckeye coupled at that end to other stock. A new guard's seat, trimmed in B R blue moquette, has been fitted and the roof periscopes reinstated, the equipment being recovered from a condemned Mk 1 BSK. The coach has been repainted in similar manner to the SK. In addition to the usual running gear maintenance, the vacuum brake cylinders were renewed. No 73 re-entered service also on Easter Sunday, but returned to the shed for the next two weekends for completion of varnishing and minor fitting work. A special thanks must go to David Dine, who toiled long and hard repairing the carriage doors and who expertly lettered both coaches.

Wealden Pullman set BFO No 53 has been rewired and fitted with sockets so that the new table lamps can be plugged in. The ceiling has been painted throughout as has the toilet. Many of the seats were repaired in situ by a trimming contractor, the main damage being seams and joints pulled apart in the moquette. Two seats with damaged bases and springs were removed for repairs.

Shortly after Easter Mk 1 TO No 64 entered the shed for a couple of weekends for minor attention to the body and overhaul of the vacuum brake cylinders. It was followed in May by Mk 1 BTD No 75 Petros for repairs to the brake rigging and completion of modifications to the guards compartment. Incidentally, BTD stands for "Brake Third Disabled".

It will be observed that work this year has concentrated on the Railway's modern Mk 1 coaching stock. The fleet increased by one with the arrival on Friday, 3 April of Composite coach (CK) E7927, formerly M15927, from the Mid-Hants Railway where it had been in store for the past three years. It was built at Wolverton in 1956 to Lot No 30317, with seats for 24 first and 18 second class passengers. Now privately owned, it is in very good condition both internally and externally. After receiving a thorough clean of the seating and interior, together with overhaul to the running gear including the fitting of a complete set of brakeblocks, it entered K E S R service on Good Friday, although still in BR blue and grey livery. During May it entered the carriage shed for a

repaint. It is K E S R No 86.

Catering

The new Station Buffet continues to justify itself handsomely. Catering Manager, Ken Lee, happily reported that turnover during the record-breaking Easter weekend was virtually the same as that taken during last year's "Steaming Home" special event, but without all the trouble and costs of hiring marquees and catering equipment. Unlike the cramped yet cozy interior of Pullman car Theodora, there are plenty of tables and chairs in the buffet to accommodate the crowds, and hence improve takings. It will be interesting to see if the salad meals planned for the summer prove as popular as the range of hot dishes hitherto available.

Working members are politely but firmly directed to the back kitchen door to purchase their meals. A canteen is provided in one of the Ashford carriage bodies immediately behind the building. Not only do staff get preferential rates on the cost of their meals this way, but the whole of the buffet space is available for visitor use. The arrangement seems to be working smoothly.

Birthday boxes are proving popular, averaging 20-25 each weekend; one day recently Ken Lee found himself busily putting party hats, squeakers, balloons, as well as sandwiches and cakes in no less than 44 boxes. On a less boisterous note, Ken is hoping to expand the service of on-train coffee and biscuits but much depends on the availability of assistance. A regular team of 15-20 people staff the buffet, but more helpers are always needed.

Even non public service days can be hectic. For example in early May a Maidstone distributor used the Railway for a day to stage a car promotion: the station yard was full of very expensive Mercedes Benz limousines! A buffet for 350 people was provided during the event, Peter Broyd looking after the catering.

Clearance

To prevent the track becoming choked with brambles and grasses, the annual weedkilling exercise took place in May: the railless section between Hexden Bridge and Northiam was sprayed from a Landrover.

Pollarded trees, particularly willows alongside streams, used to be a feature of the countryside. Every five years or so farmers cut back the trees



C.K. E 7927, which arrived at Tenterden on 3rd April following a 3 year period in storage on the Mid Hants Railway
(Brian Stephenson)

to eight or ten feet above the ground, finding many uses for the trimmed off timber. The willow trees along the Oxney Straight require attention before they become unsafe and it has been decided that they shall be pollarded as a feature. Members of the Clearance Department will be performing this task, as well as cutting back other undergrowth, on their regular third Sunday in the month working parties throughout the summer. There are at least ten regulars, often increased by scout or school parties, who would welcome others to enjoy with them invigorating days in the countryside.

Colonel Stephens' Railway Shop

As previously reported, the shop underwent a complete refit during the closed season. It reopened for business on Good Friday after a mammoth effort by John Liddell and Doug Lindsay (who finished filling the shelves at 11.30 pm the previous evening).

The benefits of the self-service style have been evident from Day One with takings nearly double on operating days, compared with last year. Much of the old, slow selling stock has been "reduced to clear" (what would the Colonel have said to that?). The aim is to replace this old stock with quality souvenirs, bearing the Railway's name and logo, which will complement the existing range, much of which is aimed at children.

Those with responsibilities for the shop are as follows:

Graham Hukins	Day-to-day running (temporary basis)
Dave Mann	Book ordering
Mark Toynbee	Ordering of souvenirs bearing logo
Lorna Johnson & Sue Tebbboth	Lines for our lady visitors

The new shop arrangement does have its drawbacks, one of which is that on operating days a minimum of three staff are needed to ensure security and even on other days two are required to provide adequate cover. If you would like to join the regular shop staff—guaranteed a very friendly lunch indeed—then please contact Graham Hukins at Tenterden or telephone him at home on High Halden 742.

Marketing

It is always pleasing to report good news and without any doubt the season has got off to a very good start, with traffic for April up 39% on last year—and on three fewer weekends! It is rumoured that even the Finance Committee are smiling, but this is unsubstantiated!

The season started with a Family Fun Weekend held over the four days of Easter. This event was sponsored by the Kent Messenger Newspaper Group who brought in extra family attractions, organised an Easter Egg Hunt and provided thousands of pounds worth of advertising support. The result was our busiest Easter ever—double the number of people over last year, and records broken for the amount



Singer 'Boxcar Willie' travelled to Tenterden in early May to meet the Goodlad family who will be appearing in a 'Jim'll Fix It' programme early in 1988. Mr and Mrs Goodlad and their two children live in Lerwick, Shetland Islands, and the 850 mile journey to the meeting is believed to be the furthest anyone has gone to Fix It yet.
(Jim Berryman)

of money taken in one day. Many thanks are due to Roger Penny, KM's Promotions Manager and his staff for all their work and it is hoped to repeat the event next year.

Much effort has gone into creating an attractive centre at Tenterden and this is paying dividends. Visitors are staying longer, spending more money and, most importantly, are willing to wait an hour between trains now that there are more facilities and attractions to entertain them. No longer will individual train times be advertised (except in the timetable). Instead, the Station Site will be advertised as open from 10.30 am to 6 pm with trains running from 11.30 am to 4.30 pm. Hitherto, there has been insufficient facilities at Tenterden to hold visitors on site between trains and we must have lost thousands of passengers over the years because of this.

The introduction of a small site entrance fee for non-travellers has not met with any customer resistance. Not only have we the benefit of a contribution to our overheads from people who only want to look around but we have also a more accurate figure for the number

of visitors we attract, rather than just a total for the number of travellers. It is expected that year end figures will show some 90,000 visitors.

The new marketing title for the business "Kent and East Sussex Steam Railway", first introduced on the 1987 timetable leaflet, is being phased in on all media advertising, company stationery as it falls due for reprinting and on new directional and information signboards on stations.

The effort to increase our level of group business is succeeding with a healthy increase in advance bookings over last year. The schools traffic is also growing to record levels, justifying the investment in new facilities. The Woolwich Building Society are reprinting the Activity Books with a number of alterations at no cost to the Railway. The annual Teacher's Open Day in early May saw more than 100 teachers visit the line to see for themselves what is on offer.

The first Volunteers Open Day on Saturday 16 May was a great success and will become an annual fixture. Hopefully, many of those who attended will be converted to working

members, so vital if we are to succeed in our extension plans. The day was well covered by the local media and was reported on the TVS Coast to Coast programme the following week.

The design of the Extension Prospectus was approved by the Board in early May, together with the catchy "Leap Forward" logo. The text, prepared by Mark Toynbee and Tim Stanger, is being vetted by the Company's Solicitors and financial advisers. The count down to the extension launch has begun, ready for a high-profile launch in September. It won't be quite as impressive as the British Airways privatisation issue but there are a few tricks up our sleeve

Operating

The closed period until Easter still saw plenty of train movements along the Railway supporting the works of the Permanent Way Department. In the absence of suitable diesel motive power, many works trains were steam hauled, including several weekday operations for ballasting work, etc. Richard Halliwell organised all the operating aspects of the winter work schedule, a vital and unenviable task. As a result of the track work there has been a welcome reduction in the number of speed restrictions in force on the line in 1987.

Ian Legg has been appointed Traffic Co-ordinator responsible for the day-to-day traffic movements on the Railway. Ian is also one of three Controllers recently appointed, the others being Robin White and Dick Dickson. On busy days they are responsible for the smooth running of all the traffic movements on the Railway. Nicola Sime has taken over the guards rostering job from Robin White; Nicola is the wife of the Operating Manager, so guards cannot now enjoy the excuse that they didn't know a train was running!

The former "Wendy House", on the grassy bank opposite the station entrance at Tenterden, has been partly converted into an office for the Operating Department. This provides a base from which Controllers can work, as well as a proper booking point for guards: this will mean the signal box is a little less hectic on occasion, since in the past it has always been the "centre of operations".

The season started most encouragingly, the surge of passengers requiring extra trains to be run over the Easter weekend. On the Holiday

Monday two extra trains were squeezed in, making nine services in all each way: the timetable was almost abandoned, trains being sent off as soon as they were ready to leave. Could this have been the most intensive service seen on the K E S R? Loco crew, guards, signalmen and all the other operating staff involved worked very hard to make Easter a success story for the Railway. Being the first weekend of the season meant that a considerable degree of co-operation was needed between all concerned to ensure that maximum availability of coaches was achieved whilst ensuring that the C & W Dept were able to continue with their essential maintenance work.

During the "two train" timetable on summer Sundays (until end-August), a goods train will run from Rolvenden to Tenterden at 12.20 pm, returning to Rolvenden at 6.15 pm. The locomotive that works the goods up to Tenterden acts as station pilot for most of the afternoon, giving our visitors something to watch in between trains.

Signals and Telegraph

Rewiring of Tenterden signal box, together with the installation of electrical equipment to allow the future provision of a calling-on arm at the station's home signal gantry, has been completed to a very high standard by Graeme Richards and Nick Wellington. The also made alterations to the train approaching treadles.

Work to the telephone system, mainly carried out by Neil Edwards and Nick Wellington, has included further changes within Tenterden signal box as well as the provision of telephones in the Operating Manager's office, the information kiosk and the first aid room, all at Tenterden.

During March the S & T Department vacated the workshop on the end of the station building at Tenterden, after some 13 years of occupancy. It is remarkable that this small room was virtually the Department's only workshop area during these years, with barely space for three people to work together; yet it was used for the repair and restoration of virtually all the equipment in use at Tenterden and Wittersham Road.

The foundations for the new signal box at Rolvenden were laid during March under the supervision of Building Dept Manager David

Stubbs. The supporting steelwork for the lever frame and leadaway is now in place, welding skills being provided by Adrian Landi. Ian Legg had the thankless task of spending many hours shot-blasting the girders prior to painting.

March was a particularly busy month as the Department was also involved in the dismantling and recovery of Wadhurst signal box. This is the subject of an article elsewhere in this issue.

Permanent Way

The Winter work programme—see the summary of work in the Spring 1987 issue—has been successfully completed, as well as a few extra jobs. For example, 10 lengths of track were relaid with concrete sleepers through the Wet Cutting, situated between Rolvenden and Cranbrook Road: this was accomplished in just two days. Due to a small surplus of minestone it has been possible to extend the siding behind the platform at Wittersham Road as well as the headshunt at Tenterden.

A tamping machine was hired for a week from 6 April. This enabled the following sections of line to be levelled, aligned and packed—the new section of track at the bottom end of Wittersham Road station; from Gazedown Wood to Oxney Curve, past Newmill Bridge; the new trackwork at Rolvenden as far as Lamings Slip; from Orpins Crossing up Tenterden Bank past the Wet Cutting as far as Cranbrook Road; and in the vicinity of Tenterden home signal. Many lessons were learned during the week, as well as a vast amount of work carried out by a few people—shovelling ballast to keep up with a tamping machine is no easy task! The machine was unable to cope with the fine alignment of concrete sleepered track, so a small amount of hand slewing will still be needed. The end result is very impressive and gives the track an appearance previously unknown on the KESR, a Railway never previously noted for the quality of its trackwork. The improved ride should be evident to both locomotive crews and train passengers.

All that now remains is to tidy up the debris to complete a very extensive and successful programme. During the running season jacking, packing and sleeper replacement will continue on the operating section. In addition pointwork at Rolvenden and Wittersham Road will require attention. There is still plenty to do

although the pace of work will slacken (sighs of relief all round!). Help is always needed—it is pleasing to see a number of new faces in the Department but more can be accommodated! Paul Wilson will be delighted to hear from you if you can help at any time—contact him on 0843 586617.

Stations

Except when it has been very cold, members of Tenterden Station staff have worked hard through the early months of 1987 to transform the site into an attractive visitor centre: details of the scheme were given in the last issue. Although much remains to be done over the coming months, there is no doubt that the station, our primary “shop window”, presents a far more welcoming appearance and provides more to entertain the visitor. Comments from passengers confirm this opinion and the children's adventure playground has proved most popular with our younger visitors (and some older ones), giving them a chance to let off steam.

The Information Centre has moved from the station building to the former Study Centre, now resited on the station forecourt. Herein, Graham and Daphne Summers and their team of helpers are developing a first class service covering membership, tourist and information about the extension plans.

The signal box, station building and toilet block are being repainted externally. André Freeman has the signal box well in hand although application of the top coat awaits a spell of fine weather.

At Rolvenden, Phil Edwards has completed the new, temporary booking office which will see service until the platform is extended and rebuilt in connection with the scheduled track alterations and signalling scheme.

Wittersham Road has had new entrance gates installed and Kent County Council are due any day to tarmac the entrance. Hopefully, the wider entrance way will stop delivery lorries from driving over the lawns between the road and our boundary fence!

Both Rolvenden and Wittersham Road suffer from a shortage of booking clerks and more willing helpers are urgently needed to ensure the regular manning of these stations. Please contact Chief Book Clerk, John Emmott if you

can help out, even for only a couple of days a year.

The Wealden Pullman

The rewiring of Pullman Car Barbara was completed on schedule, as was the painting of the roof to B S O No 53. These jobs were performed by Andre Freeman, Bob Sheridan, Richard Meek and Colin Duncan. With the season now well under way, and more Wealden Pullmans than ever before being run, roster clerk Duncan Buchanan is still in need of more volunteers, so if you can spare the odd evening please get in contact with him on Medway 377837.

Peter Broyd has taken over from Martin Phillips as our Head Chef, a position Martin held for four years as well as spending some time as Pullman Manager. Peter has completely revamped the menus for 1987 and has revised the ordering system in order to effect modest economies.

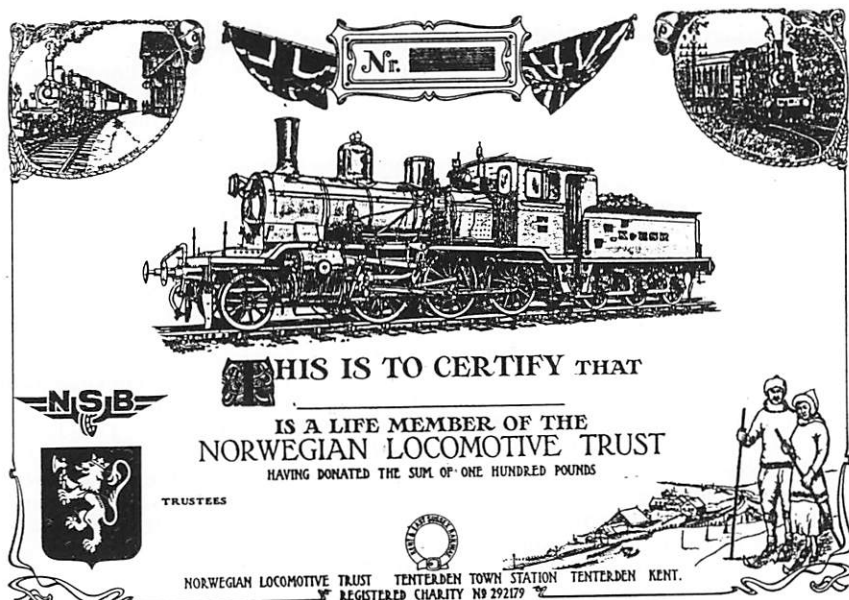
Mark Toynbee has designed and produced a wine label for our local Tenterden white wine. This was first used at the beginning of the season and a similar styled label is now planned for the red wine bottles.

Norwegian Locomotive Trust

Since its formation in 1985 as a registered charity, the Trust has raised some £13,000 and is now spending money as restoration of the locomotive proceeds. The engine (or at least some of it) is now on No 2 road in Rolvenden shed with wheels out and frames jacked up. Work is progressing well but a fresh injection of funds is required before attention can be focused on the boiler repairs.

A certificate of membership is given for every £100 donated. Benefits of membership include riding on the inaugural train when the Mogul returns to steam and thereafter an annual members train will be run whenever the locomotive is serviceable. Newsletters are also sent to members. The prize for those contributing £1,000 is a specially cast brass replica of the engine worksplate, of which two have had to be made so far. Payment may be made in a lump sum or by standing order payments and the Trust has the benefit of reclaiming tax if a covenant form is completed.

Application forms are available from Tim Stanger, Hon. Treasurer, c/o Tenterden Town Station or Barclays Bank, 80 High Street, Sevenoaks, Kent.



News from Area Groups

The Groups play an important part in the Railway's affairs. Not only do they provide valuable financial support, but group members undertake specific restoration projects as well as publicise the Railway widely in their areas. They regularly provide a Railway "presence" at events, for example attendance at the Kent County Show. To their meetings come a variety of speakers, catering for a wide range of interests. If the Groups are to thrive they need continuing support. So, if there is a Group in your vicinity, please make an effort to attend the meetings. New members are assured of a warm K E S R welcome.

Ashford. The eleventh Annual Model Railway Exhibition held in Ashford on Saturday 7 March was a great success, with over 1200 visitors through the doors, and a final profit of over £500. The Group has now raised over £1000 towards the next stage of the Ashford carriage recovery project, the acquisition of suitable underframes.

Summer activities will include attendance at the Kent County Show, in conjunction with the Maidstone Group, and a midsummer evening outing on Wednesday 15 July to the Bredgar and Wormshill Light Railway, a little known privately owned local railway.

Group meetings continue on the third Wednesday in the month at the British Rail Social Club, Beaver Road, Ashford: details and programme from Eric Graves, tel: 0233 - 23687.

Croydon & Sutton. The small exhibition which the Group had hoped to stage in the Central Library, Croydon just before Easter did not come to fruition for a variety of reasons. Fortunately, however, arrangements have been made for the display to go ahead for three weeks commencing Saturday 27 June which means it will be on view just prior to the school summer holidays. With luck quite a few parents will be attracted to the Railway as a means of amusing bored children. Part of the display will include the photographic work of K E S R member John Clark, who has put together a small portfolio of his work for the Group. The standard is exceptionally high and his name is certain to become well-known in railway photography: see for yourself at Croydon Library between 27 June and 18 July.

The visitor's book was placed in the buffet at

Tenterden in time for the start of the season. It is too early to analyse the contents but the reaction to it so far seems favourable; Ken Lee reports that some of the comments made by visitors are quite amusing. A possibility for publication at a later date?

Publicity Secretary, Alan Sinclair was invited recently to lunch by a local Rotary Club and by way of payment talked to them about the Railway. Normally Allan's talk, with slides, takes one and a half hours, but he was allowed only 20 minutes! Some drastic pruning resulted in an acceptable programme which was very well received despite (or because of?) a recalcitrant slide projector which ejected slides up to the ceiling. The Rotarians have promised to visit the line. Allan's next talk was to a Purley Scout Group who came to the Railway en masse in May.

The Group has attended a recent meeting of RAIL—Railway Associations in London—which comprises representatives from the London and Home counties Area Groups of many of the country's preserved railways. RAIL acts as a clearing house for news, information etc with regular meetings at St Pancras station: the Group has decided to keep in contact with RAIL but is unlikely to put in a regular attendance at meetings.

Whilst on the subject of information, Croydon and Sutton's list of speakers is nearly complete and will be forwarded to other group secretaries: it is hoped that similar lists can be compiled and circulated thus making the task of organising and publicising speakers that much easier for all concerned. This begs the question—should there be an Area Group Co-ordinator on the Railway's Management Team?

Since April the Group has met at the British Rail Staff Association Club, situated at the rear of East Croydon station, adjacent to the former goods yard: access is via Dingwall Road or through the passage and steps close to the Travel Centre on the station forecourt. Meetings take place on the last Tuesday of every month (except August and December). A levy of £1 per person per meeting is made to cover the meeting costs. Details of programme and activities can be obtained from Secretaries Penny Johnson (01-318 4779) or Allan Sinclair (01-777 8025).

Finally, thanks are due to Martin Fisher and



On 5th May 1987, the Company hosted a sales promotion event on behalf of Drake & Fletcher Ltd, motor dealers, and Mercedes cars. Special trains were laid on and a buffet lunch served for over 300 people.
(Jim Berryman)

John Leach of the North York Moors Railway who travelled to Croydon from Hertfordshire in March only to find that the meeting had to be cancelled at the last minute since the venue was no longer available but, very kindly, returned the following month and gave an excellent presentation on their railway.

Maidstone. Thanks are due to all those who have helped in making the new system of collecting newspapers and computer printout from Tenterden work smoothly. The first attempt at unloading the contents of the trailer into the skip proved somewhat exhausting and, hopefully, in future the skip will be placed adjacent to the trailer to avoid too much manhandling of the piles of paper. We can now enjoy more profit from the sale of waste paper since we are paid the same price per ton but without incurring the transportation costs.

The Group, together with pump trolley, should be attending the by now traditional annual venues of the Allington Festival in May and the County Show in July. It is planned to enter a float in the Maidstone Carnival, again in July, depicting the pump trolley with a lineside working party. Full reports in the next issue of *The Tenterden Terrier*.

Meetings resume in September after a summer break: they are held at the Kimberley Clark Club, Tonbridge Road, Maidstone on the last Wednesday of the month at 7.30 pm. Programme details from Paul Gray on Maidstone 677587.

Sussex. Bad weather in the early part of the year and illness meant a slow start at Northiam but the Group members have completed the installation of a cattle grid at a nearby farm crossing. The new station door has had a trial fitting and this will be completed in the near future. The proposed plans for the extension of the Railway to Northiam are greatly welcomed as this will increase the tasks for the Group to undertake and, at last, it will feel fully associated and joined to the main railway, an event we have been looking forward to for many years.

A splendid piece of news is a donation of £750 from the Eastbourne Historic Vehicle Club for the restoration and erection of the former Robertsbridge footbridge at Northiam. At present the footbridge can be seen languishing beside the line near the sewage works at Rolvenden.

As usual our information and sales stand have been very busy attending events at Brighton, East Grinstead, Eastbourne and Heathfield. Other attendances during the year include Northiam Village Fete at the end of June where Nigel Menzies's N gauge version of the K E S R will be exhibited.

Newcomers are always welcome to the Group's regular meetings, held at Westham. Talks have been varied, including a members slide evening when trains of all descriptions appeared.

In April we had a very good talk by David Morgan on the North Norfolk Railway. For further details about the Group's activities and meetings contact Tim Lawrence on 0323 845108.

Thameside. Notes from this Group will have to await a future issue but details about meetings are available from Secretary Sue Jarvis on 0322 - 54201.

Weald. Despite its non-appearance in Lineside News for two years, the Weald Group has continued to meet regularly in Tonbridge and to provide valuable publicity outlets for the Railway. The Group meets on the second Tuesday in every month, excluding the summer months, at The Chequers, High Street, Tonbridge, at 8 pm: the next meeting is on 13 October, so if you live in the area make a note of the date in your diary now and come along to the meeting. Secretary Clive Norman can give you details: he is around the Railway most weekends or can be contacted on Tunbridge Wells 22532.

In the past the Weald Group has been closely associated with projects such as the station building at Wittersham Road, which it recovered from Borth, near Aberystwyth, and rebuilt, and the restoration of Restaurant Car Diana. It has recently met the costs of recovering the lever frame and structure of Wadhurst signal box and hopes to become involved in its installation at Northiam in due course.

Gulliver Timber Treatments Ltd

Woodworm, Dry Rot and Rising Damp Specialists
Approved by Local Authorities and Building Societies
Approved Thomas Ness DPC Contractor
Free Inspections • 30 Year Guarantee
MEMBER OF THE BWPA, BCDA, GPT.

Bank Buildings
Station Road,
Otford, Sevenoaks, Kent
09592 4966

and at

Maidstone 679595

38 Cheriton Road,
Folkestone
Folkestone 55834

Redhill 62378

Erith 38973

GTT

Suppliers of Coal for the Trains on the
Kent & East Sussex Railway
JUDD BUDD

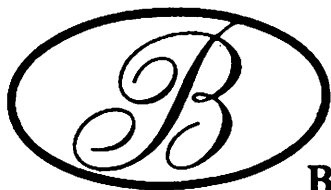
BRITISH FUEL COMPANY

(Established 1877)

West Rock Site
London Road, West Thurrock
Grays, Essex RM16 1NL

Telephone Purfleet 862147
Peterborough 61171

ALSO SUPPLIERS OF SOLID FUELS, HEATING AND FUEL
OILS TO THE TRADE AND INDUSTRY THROUGHOUT THE
HOME COUNTIES



BURLINGTON INSURANCE GROUP

Burlington Insurance Services Ltd

Member of
THE BRITISH

**INSURANCE
BROKERS'**

ASSOCIATION

Choo — Choo — Choo — Choose Burlingtons!
The right choice for *ALL*
your insurance requirements.

Burlington House, Manor Road, Folkestone, Kent CT20 2SD

Tel: Folkestone (0303) 57345 Telex: 96240

131 Sandgate Road, Folkestone, Kent CT20 2BL

Tel: Folkestone (0303) 45959 & 57345 Telex No: 96240



A Much More Permanent Way

David Hazeldine on the Civil Engineering Department's labour of love

In February 1986 Paul Wilson was appointed Permanent Way Manager and I became one of his assistants, primarily responsible for organising civil engineering projects. The rest of the Departmental team comprised Lawrence Brydon (Civil Engineering Consultant), Peter Davis (responsible for the purchase of materials), Dick Dickson (organiser of patrolmen) and Richard Halliwell (organiser of engineering trains and possessions).

From the outset it was agreed that all projects henceforth would be engineered to the highest possible standards with long life and minimal maintenance in mind. A report on the present operating section was submitted to the Directors, underlining the most urgent defects that needed remedial actions. A three-year programme, costing in excess of £100,000, was authorised. As part of the reorganisation plans it was decided to amalgamate the Civil Engineering Department and the Permanent Way Department.

A daunting task lay ahead with so much to be done by so few people. It was essential to mechanise as much of the work as possible. Over the past year we have amassed a quantity of labour saving equipment as well as hired machinery too expensive to purchase to be cost effective.

Our projects have been described in recent issues of *The Tenterden Terrier*, notably the enormous pipe boring project on the Rabbit Warren below Tenterden station, and the installing of proper drainage in the lower part of the Wet Cutting. This last Winter's work programme has been the most ambitious yet undertaken: the work has been summarised elsewhere in this and the last issue, but the following notes may serve to emphasise the scale of what has been accomplished since last November.

All the old timbers in the sewage work siding turnout have been exchanged for Jarrah hardwood timbers, the work being undertaken during Saturday night possessions of the line. Following the final running of trains on 1 January we were faced with the replacement of the collapsed culvert immediately west of Rolvenden Yard. This involved the removal of the track immediately above the culvert on two lines, as well as the complete stretch of rails to

the occupation crossing in the centre of the locomotive works. This was achieved on 3/4 January and by the 8th the old culvert had been dug out, the stream dammed (water being pumped past the obstruction) and the base dug to a line predetermined by Richard Halliwell and his brother, using a precision level. Three dumper trucks arrived from a plant-hire firm and twenty eight 2ft diameter pipes were delivered.

The following day ready-mixed concrete lorries arrived at regular intervals at Rolvenden, where the concrete was discharged into the dumper trucks, two tons at a time. The trucks sped down the main line track bed to the culvert site where Kevin Hickmont and his Hymac took out the concrete and placed it as a base to the new culvert to a depth of 18 inches, being vibrated to compact it. As the concrete started to set, by floodlight we put the new pipes in place forming two water channels. These were followed by the construction of a reinforced cage around the pipes before we finally stopped for the day at 11 pm. The next morning the concrete lorries arrived at half-hourly intervals. Concrete was placed over and around the pipes in a mould to a depth of 4 ft. That afternoon it began to snow, so for protection we placed over it a blanket of polythene sheeting and 18 inches of minestone. This was a fortuitous precaution as within 48 hours three feet of snow had drifted over the top.

Over the following two months, despite the wintery conditions, we relaid 700 concrete sleepers at Rolvenden and at Wittersham Road. The record was 300 sleepers put down over one weekend, with up to 30 very welcome helpers making this feat possible. In addition a brand new point was built at Rolvenden, it having a 1 in 12 crossing.

Members' job shifts allowed much of the ballasting work to be carried out mid-week. Up to Easter approximately 2,000 tons of ballast and minestone were deposited on the newly relaid stretches, as well as in some sidings. Shunting of the ballast trains started at 8 am with a steam locomotive; this required a 4 am light-up by firemen and work often continued until 6 pm. A special word of thanks must be given to Chris Mitchell, the regular locomotive driver and his firemen who enabled us to get the work done.



The permanent way gang at work jacking and packing the track outside Rolvenden on 18th April 1987. The author is on the left (Brian Stephenson)

As a matter of interest the ballast which we purchased comes from Arklow, Co Wicklow in Ireland: it is shipped to Gravesend from where it comes by lorry. The minestone is obtained closer to home, coming from Snowdown colliery.

The hire of a Tamping & Aligning machine from Grant, Lyon & Eager of Scunthorpe for a week in April enabled us to work on the relaid sections from the winter programme and other lengths of track previously ballasted over the years. During the process the track was lifted

up to a foot with ballast packed under the sleepers. To enable the machine to work effectively several of us had to shovel the ballast which had been left by hopper wagons around the rails—an exhausting job!

Many individuals willingly gave of their time to assist with the various jobs we have undertaken in recent months: their help is gratefully acknowledged. There remains, however, much to be done on the present operational section before we can turn to the challenge of the Northiam Extension.

Davisons Wine Merchants

(J.T. Davies & Sons Ltd Est. 1875)

106 High Street, Tenterden, Kent Telephone 2939

WINE for everyday
drinking at very
competitive
prices

WINE for that very
special occasion

FREE local delivery service

FREE loan of glasses
with party
orders

DISCOUNT ... available on
cases of wine
(mixed if
required)

Pope & Haywards Ltd

Maidstone 678686/7/8/9

Soft Drink Manufacturers

Wholesalers for COURAGE
SCHWEPES PRODUCTS
WILLIAM YOUNGER
ADNAMS

Scotland & Bates

Established over 50 years

A FAMILY BUSINESS WITH
MODERN LUXURY COACHES

Available for—

Private Hire Excursions, including
Sports Meetings

Theatre Parties and Club Outings

Continental Work Undertaken

Ring Georgina Bates

For a Quotation for Any Distance

THE GARAGE — APPLEDORE

Telephone: Appledore (023 383) 325

MOTOR MUSEUM

at Falstaff Antiques

ROLVENDEN KENT



Unique Morgan car collection
Motorcycles. Bicycles, 1929 Morris Van,
1904 Humber, 1936 Bampton caravan,
Toy and Model cars, Automobilia etc.
100s of items to interest the whole family.

Open 10am-6pm. Closed most Sundays
and some Wednesday afternoons.

Admission adults 70p, child 35p

Phone 0580 241234.

Woolpack Hotel

Tenterden, Kent Telephone 2934

Mr & Mrs J. Smith



- ★ Large Car Park
- ★ Snack Bar
- ★ Restaurant
- ★ Residential
- ★ Fully Licensed
- ★ Four-Poster Beds

Little Silver Country Hotel.

Ashford Road, St Michaels
Tenterden (023385 321)



There is a special welcome awaiting you at Little Silver Hotel. Our nine en-suite bedrooms are beautifully furnished, T.V. and tea/coffee making facilities. A delightful log fire beamed sittingroom, licensed bar.

Well kept gardens make our hotel ideally suitable for weddings, christenings, anniversary parties and any special occasion.

Pre-booked evening meals and Sunday lunch parties most welcome.

The Rother Valley Inn



**STATION ROAD,
by Northiam Station**

For Fine Food & Real Ales

Seven Days a Week

Bed & Breakfast Accommodation
& Letting Caravans

Coaches Welcome

Telephone Northiam 2116

**You're on the right
tracks when you come
to Charlier
for**

Fitted Kitchens

by Grovewood, Alno & Bosch

uPVC Windows & Doors

white uPVC double glazed units

Building Services

For all your building requirements, repairs,
alterations, joinery work & extensions.

*Why not visit our extensive showroom
in Coombe Lane.*

CHARLIER WINDOW STUDIOS AT:

Coombe Lane, Tenterden, Kent TN30 6HD.
3/5 Portland Road, Hythe, Kent CT21 6EG.



HYTHE

65351

TENTERDEN

2800

COUNTY GROUP

Estate Agents · Surveyors · Valuers · Auctioneers
Formerly Butler & Hatch Waterman

SELL houses

AUCTION antiques

SURVEY property

and **VALUE** your custom!

★ ★ ★

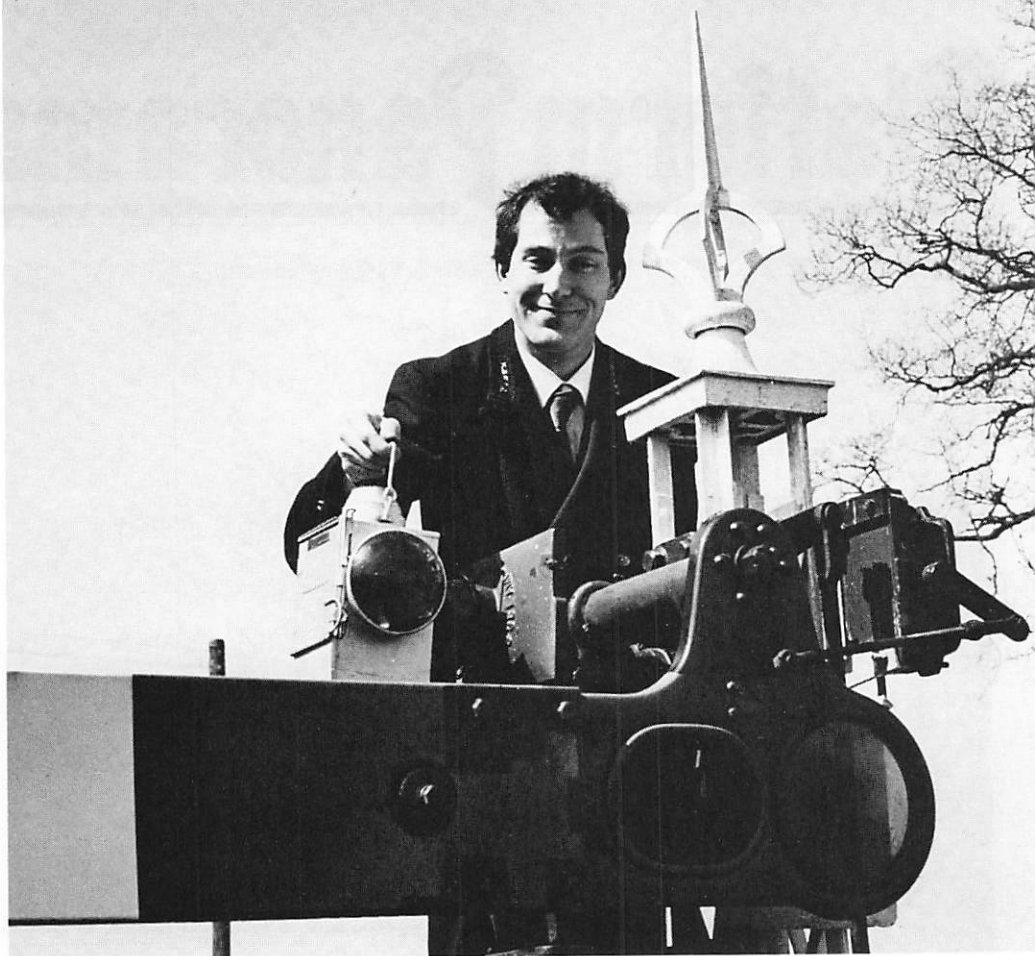
Call into our office at 102 HIGH STREET
to view the many properties for sale or
pick up a catalogue for our next
ANTIQUES AUCTION
at the Tenterden Sale Room

Telephone (05806) 2083/3233



S WASHINGTON

BIG BROTHER



People in Profile

9: Clive Norman

Clive Norman was introduced to the Kent & East Sussex Railway in 1973 whilst at Skinners School, Tonbridge, by fellow pupil Tom Lewis. Since then, he has been coming to Tenterden regularly and as Chief Signaller, has ultimate responsibility over when the trains stop and when they go.

Clive Norman lives in Tunbridge Wells and works for the Ministry of Defence. His other hobbies are few, but he manages to find time for a little hill walking and also helps to arrange flea markets and antique fairs in parts of Kent & Sussex.

Although a competent technician, he has a reputation for being late for appointments on occasions. Recently, on the Chairman's instructions, this led to a period of confinement in the "Dog House" in the hope that he might see the error of his ways. Brian Stephenson's camera has caught the solemnity of the occasion perfectly and by way of contrast, happier days, where he is seen changing the signal lamp at Tenterden station.

P.D.S

Platform Panorama



A new vista of Tenterden Station has been opened up, following the creation of a picnic site and children's play area adjacent to the Glebe Field. Brian Stephenson's camera has caught the scene perfectly, as visitors begin to arrive for the Easter event on 18th April 1987.



The Other Longmoor Saloons

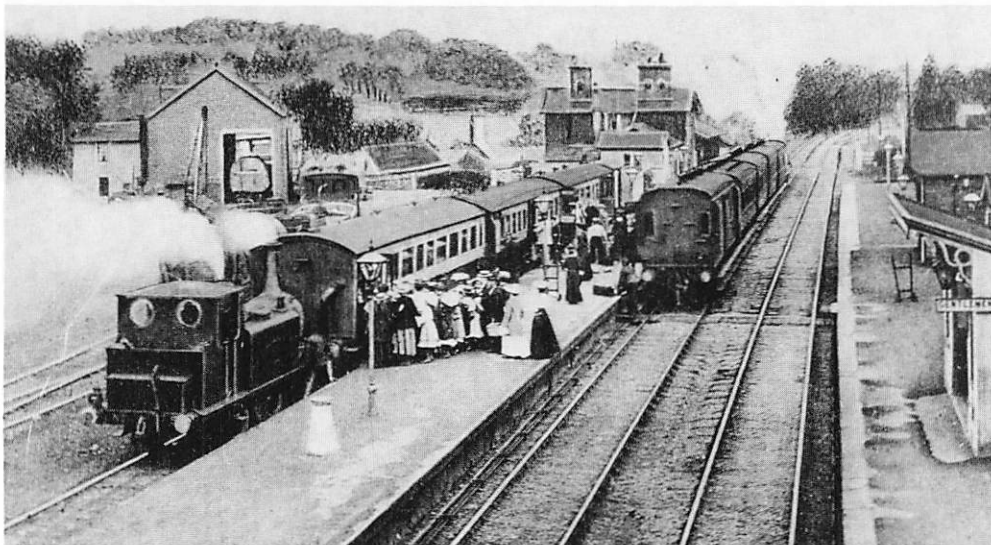
The arrival on the Kent & East Sussex in 1985 of the three Longmoor 'Gin Palaces' continued a long-standing connection between the Colonel Stephens railways and military rolling stock. All of Stephens' narrow gauge lines, except for the Rye & Camber, and at least three of his standard gauge lines either acquired rolling stock from a military source or played host to military rolling stock in some other capacity. Even the Rye & Camber was operated briefly by the Admiralty albeit with the line's own stock. There were, however, occasions when it was the military who were the recipients of stock from the Colonel Stephens' lines. Appropriately, the predecessors of the 'Gin Palaces' at Longmoor were a pair of saloon carriages originally built for the Kent & East Sussex and it is with these carriages that this article is concerned.

The saloons were built as part of a rake of three carriages by R.Y. Pickering of Lanarkshire in 1905. Delivered to the Kent & East Sussex in May of that year they were numbered 17, 18 and 19 and consisted of a brake composite saloon, an all-third saloon and a brake third saloon respectively. Each carriage was 41'0" long over headstocks, 8'0" wide and mounted on four-wheel bogies. To simplify fare collection there were internal gangways in each

carriage but no corridor connections between carriages. These gangways and the provision of rather spartan transverse and longitudinal seating for third-class passengers frequently led to them being described as 'tramway-type' stock in the railway press.

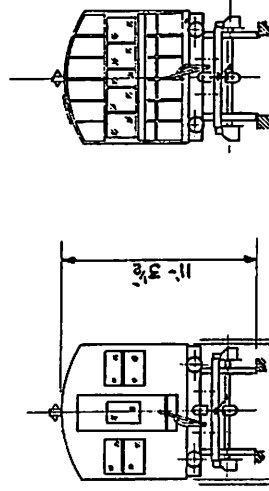
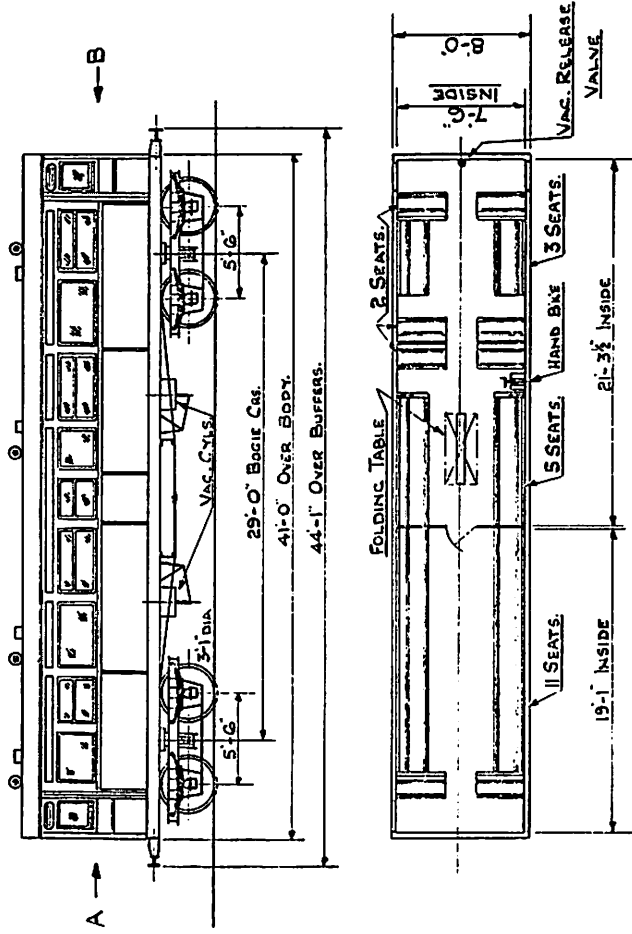
They were attractive vehicles externally and their subsequent careers proved them to have been sturdily constructed but although photographs show them to have seen considerable use in their early days they had all left the Kent & East Sussex by 1912. They cannot have been surplus to the line's requirements as they were replaced by ex-L.S.W.R. four and six-wheeled carriages shortly after their departure. Whether their disposal by the Kent & East Sussex was for financial or operational reasons will probably never be known.

No.17 went to the East Kent Light Railways in 1911 and proved a most useful vehicle on that line where it survived until 1948. Nos 18 and 19 had already left though there is some question whether this was in 1909, the date given in most sources, or August 1910, the date given in the Kent & East Sussex Rolling Stock Register which records them as re-sold to R.Y. Pickering at that date. The role of Pickering in



No. 5 'Rolvenden' with saloons No's 18,17 and 19 at Robertsbridge. The congestion at the front end of the leading coach, suggests that the rear door was locked on this occasion

(Lens of Sutton)



END A.

END B.

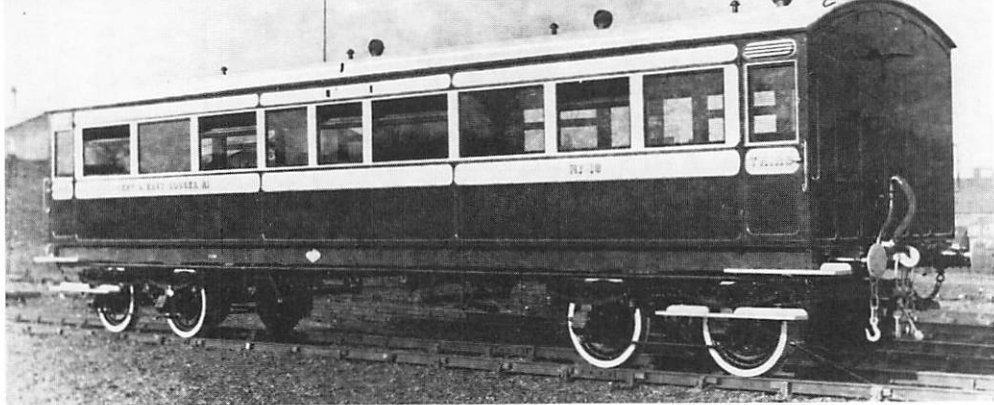
VACUUM BRAKE.

CAPACITY: 54 SEATS.

TARE WEIGHT: _____

L.M.R.
SALOON CARRIAGE.

No. III.
EX. KENT & EAST SUSSEX RAILWAY.



*Maker's photograph of the all-third saloon no 18 before delivery
(Historical Model Railway Society)*

the transaction is also something of a mystery as the actual destination of the saloons was the Woolmer Instructional Military Railway, later the Longmoor Military Railway, in Hampshire. This was a line which had been begun in 1905 as a means of connecting Longmoor Camp with the L.S.W.R.'s Bordon Light Railway but which had acquired an additional role as an instructional railway for the Royal Engineers. The first section of the line was completed in 1907 but, apart from a rumoured light four-wheel carriage, it does not appear to have possessed any passenger stock until acquiring the Kent & East Sussex saloons. The Standing Orders for 1913 make it clear that humble squaddies could expect to travel in open goods wagons (they had to 'sit down on the floors and not on the sides or ends') but obviously the saloons were required for the preservation of officers' dignity. After 1912 L.S.W.R. main line stock was permitted over the line but until some North London Railway carriages were acquired in 1920 the Kent & East Sussex saloons seem to have been the only carriages actually owned by the line.

The saloons had been painted brown and ivory on the Kent & East Sussex but at Longmoor olive green took the place of brown on the lower panels. Apart from this the saloons do not seem to have been altered much initially. No. 19, the brake third, is known to have acquired the number 7 but there is no record of No. 18's number at this stage. Amongst the interesting locomotives at Longmoor during the First World War which might have hauled the saloons was the Hawthorn Leslie 0-6-2T 'Thisbe' acquired from Stephens' Shropshire & Montgomeryshire line in 1916.

In 1923 both saloons were thoroughly overhauled by the Gloucester Railway Carriage & Wagon Co. and in 1928 the brake third was

used to convey King George V on an inspection of the line and its associated camps. An article in *Locomotive* in 1930 describes the all-third saloon as No. 111 and 'recently converted into an inspection coach, with large windows at both ends' whilst the brake third had become No. 110 and would 'shortly be transformed into a workshop and stores van'. The saloons were painted 'service colour' (grey-green) at this time. Both carriages may have received further alterations but drawings dated 1940, kindly supplied by Major Robins of the Museum of Army Transport clearly show the extent of the conversion work effected by then. No. 110 was very comprehensively equipped with separate areas for blacksmith, tinsmith, fitters, carpenters and a permanent way gang. No. 111 had windows fitted at both ends as described in *Locomotive* but in two quite different styles. End B was straightforwardly glazed across the full width of the carriage but End A appears to have had a glazed doorway fitted in the centre between two windows rather larger than those at End B. The original panels and beading seem to have been retained at End B but to have been replaced by matchboarding at End A. Inside the saloon a table could be folded out and a handbrake pedestal and vacuum release valve had been fitted, possibly using material from No. 110.

By 1940 the stock of the Longmoor line had been considerably augmented and the only subsequent documented use of either saloon was a special run for the press by No. 111 probably in connection with the opening of the Hollywater Loop in 1942. No. 110 is recorded as having been destroyed by enemy action in 1941 but No. 111 was destined for a new lease of life when it was transferred, probably in 1943, to the Bicester Military Railway. At Bicester it carried two numbers: WD 9302 and



The saloon standing at Bicester, London Road, in October 1955 with unidentified Austerity 0-6-0. Note alterations to carriage end and Royal Engineers crest
 (John Batts)



The interior of No. 18, in October 1955, with Railway Enthusiasts Club members around the table fitted at Longmoor. Note that the original acetylene light fittings seem to have been removed
 (John Batts)

BMR No. 11. In its later years it also carried the Royal Engineers crest on each side. Unlike much of the stock at Bicester which would be used for trips into Oxford, the saloon seems to have spent most of its time on light passenger duties inside the Camp and as a riding van for the Arncliffe breakdown train. About 1945 advantage was taken of its braking controls to run it as a push-pull trailer. It was not fitted to control a locomotive mechanically but instructions could be communicated to the footplate by electric bell and means were provided to control the locomotive whistle from the 'driving position' in the carriage around which a small compartment was fitted. How successful this arrangement proved is uncertain but the compartment and bell and whistle controls were subsequently removed and the saloon resumed its more conventional potterings around the Railway. In October 1955 the Railway Enthusiasts Club visited the Railway and were given the use of the saloon including a trip over British Railways metals into Bicester London Road Station. Appropriately for a carriage with Kent & East Sussex connections this outing was in the charge of an Austerity saddle tank. Unfortunately,

John Batts, who took the photographs of this outing, cannot now recall the number of the locomotive used. All three of our operational Austerities were at Bicester at one time or another but none of them seems to have been there in 1955.

This may possibly have been the saloon's last outing. No records of the Bicester carriages appear to have survived from this period but it is believed that the saloon was broken up in the mid-fifties. With the benefit of hindsight one would have wished the saloon to have been preserved as the last surviving original item of Kent & East Sussex carriage stock but preservation of railway carriages was a very esoteric activity at that date. We do have the consolation of the Longmoor 'Gin Palaces' and Birdcages to remind us of the connections between Tenterden and Longmoor and can count ourselves fortunate in being able to do so.

Stephen Garrett

Very grateful thanks are due to Major Robins, Mr Ernest Lawton and Mr John Batts for their assistance in providing information, plans and photographs for this article.

● Kent Tandoori Restaurant ●

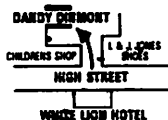


Under New Management
10 WEST CROSS, TENTERDEN, KENT
Telephone: 5151/5143
Fully licensed

- Enjoy the best Indian food in the area
- Tandoori & Curry dishes our speciality
- Expert, friendly service • Free parking
- Full take-away service available

Open 12-2.30 & 6-12 midnight 7 days a week
(including Bank Holidays).

FOR RESERVATIONS TEL. TENTERDEN 5151



THE DANDY DINMONT SHOP

Rear of 64A, HIGH STREET, TENTERDEN TEL. 4034

Pure Wool and Acrylic, Hand-knitted and Loomed Knitwear
Motif and Fairisle Sweaters and Knitted Skirts

A full range of Traditional Guernseys V Neck Sweaters,
Cardigans and Gilets

Mary Ruane designer Knitted Dresses

Find us in the centre of town — just down the alley OPPOSITE the White Lion Hotel



Home Heating Oil

COMPETITIVE PRICES

24 HOUR ORDER SERVICE

TOTALCARD CREDIT FACILITY

PROMPT DELIVERY

We also supply industrial & agricultural fuel oils & lubricants



TENTERDEN 4966

SOUTHERN COUNTIES FUELS

TENTERDEN STORAGE DEPOT, APPLIEDORE ROAD

AUTHORISED  DISTRIBUTOR

Lambeth
BUILDING SOCIETY

for a

FIRST CLASS RETURN
on your savings

Branch Office

18A, BANK STREET, ASHFORD Tel: ASHFORD 23161

Local Agents

CANTERBURY Anthony James Watson, Wellington House,
4 St. Stephen's Road

CHATHAM Riches & Olliffe, 23, Watling St.

FOLKESTONE Burlington Insurance Services, 131A Sandgate Rd.

MAIDSTONE Hobbs Parker, 8, Pudding Lane

TENTERDEN Prudential Property Services, 140, High St.

WHITSTABLE Armon Heath Ins. Services Ltd. 27, Harbour St.

Tel: Canterbury 67031

Tel: Medway 51617

Tel: Folkestone 41561

Tel: Maidstone 50971

Tel: Tenterden 2126/7

Tel: Whitstable 265959

MEMBER OF THE BUILDING SOCIETIES ASSOCIATION

ASSETS EXCEED £350,000,000

Wadhurst Rescue

Earlier this year Wadhurst signal box was recovered for future use at Northiam station. NEIL ROSE outlines its history and rescue

For over twenty years my daily journey to work led me past the compact timber signal box on the down platform at Wadhurst, between the station building and footbridge. Many happy hours were spent in its snug interior, enjoying the signalmen's reminiscences and learning something about signalling practice. When the modernisation of the Hastings line was announced late in 1983 it was evident that the box's days were numbered. Resignalling would render it redundant by early 1986 when boxes at Tonbridge, Robertsbridge and Bopeep Junction, on the western outskirts of Hastings, alone would control train movements along the line. I felt that Wadhurst box deserved a better fate than demolition: its historical background, construction, size and location rendered it ideal for preservation and, fortunately, the S & T Department were on the look out for a suitable box at Northiam. Paul Vidler, the Department's manager, readily agreed with my proposal that we go after Wadhurst and our interest was duly made known to British Rail, Southern Region.

Wadhurst was resignalled by the South Eastern Railway in 1893, the new installation being inspected by Major General Hutchinson of the Board of Trade, Railway Inspectorate in May of that year. The box, its 22-lever locking frame and associated signalling equipment were provided by Messrs Dutton & Co Ltd of Worcester. It is a matter of conjecture why the SER should have chosen Dutton. The Signalling Study Group has suggested that Wadhurst box, together with a similar one for Blackwater on the SER's Reading branch, were originally intended for overseas sales but, whatever the reason, Dutton's tender for Wadhurst was the cheapest of those submitted and was accepted at £566, less 2½% discount, in November 1892.

Samuel Dutton's company only manufactured signalling equipment between 1888 and 1901 and its products were rarely found in Southern England. Although Dutton frames were installed by the Great Eastern and Great Northern Railways in their own design of cabin, Dutton boxes were otherwise only to be found in Wales and on the Highland Railway.

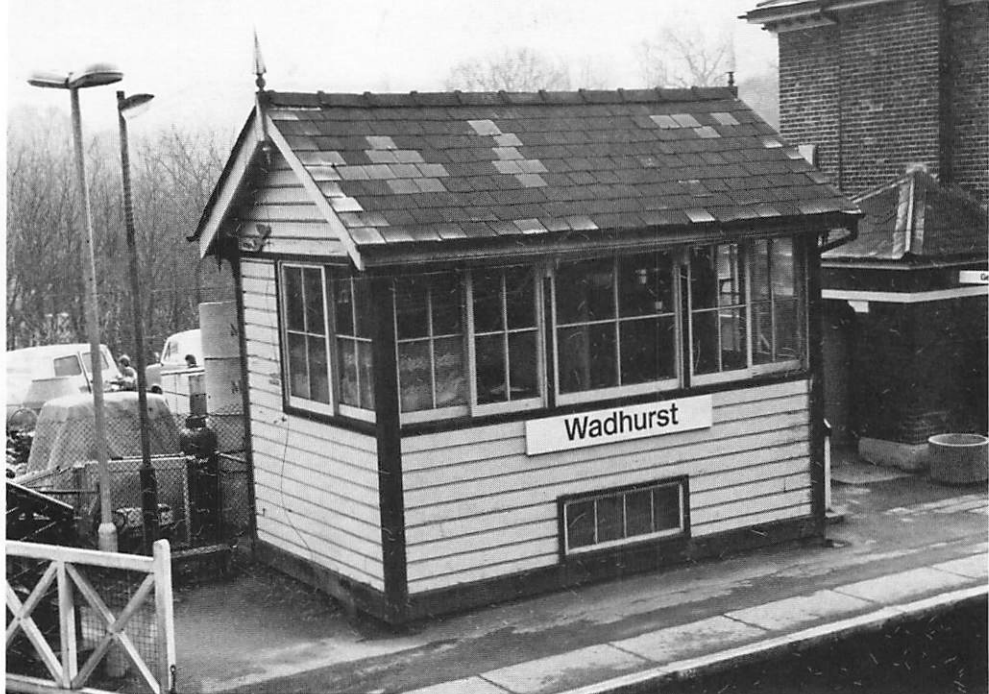
The Box at Wadhurst was unpretentious. It was clad in weather boarding down to platform level

and sat on a brick base, set into the platform and only evident within the locking room to which access was gained from the rear. It lacked ornamental bargeboards to its gable ends, a common feature on other boxes, but had distinctive long finials and attractive pendant eaves brackets. The roof was slate and its base measured some 16ft by 10ft.

At the time of the 1893 resignalling, Wadhurst boasted a goods yard, cattle dock, up and down sidings and a couple of crossovers. As is common with many other SER stations the platforms were, and still are, staggered and, until the early 1900s, there was a direct connection across the running lines between the up and down sidings, wagon turntables either side being locked from the box. A 9-lever ground frame, controlling the goods yard, was at first released by an Annett's key, later being converted to an electrical release by lever. Limited visibility, especially at the northern end of the station, gave rise to an interesting assembly of running signals mounted on brackets, but these were swept away in the late 1950s with the introduction of colour light signalling: eight levers were cut down in height to signify they operated electrical rather than mechanical equipment. At the same time Wadhurst became a fringe block post, absolute block working extending southwards to Etchingham or, until 1984, Stonegate at peak times, while track circuit block extended north to Grove Junction, outside Tunbridge Wells Central.

I was too late to witness the goods yard full of wagons for it closed in 1962: the area is now a car park for commuters. Gradually the sidings disappeared until in its final years the signalman had just one siding and a crossover to control apart from the block section. During the box's final few months of operation he merely controlled access to the newly singled track through the 1206 yard long tunnel south of the station.

The box was finally abolished on Saturday 19 April 1986, after 93 years of continuous service. Up to the last day it was manned for three shifts, 24 hours a day. Sad to report but the occasion was unmarked by any ceremony, there was no final exchange of closing bells. Within a few



The signal box immediately after closure, 20th April 1986

(Neil Rose)



Dismantling in progress, 17th March 1987

(Neil Rose)



Wadhurst station in the 1920's. Note signal box on the left

(Lens of Sutton)

hours the nameboard, diagram and block instruments had been removed, presumably for sale at Collectors Corner, Euston.

Our negotiations, which previously had been progressing nicely, suffered two setbacks in mid-1986. The local police reported that low trees meant there would be insufficient headroom to transport the complete structure by low loader to Northiam; it would have to be dismantled. Also, revised British Railways Board policy meant that we could not do the work ourselves, only BR-approved contractors could be employed and we would be required to pay the additional costs of dismantling compared with straightforward demolition. Rough estimates seemed totally unrealistic and the project appeared stillborn. Moreover there were some doubts as to the availability for the frame since it was believed to be wanted by the National Railway Museum. Despite our fears BR left provision for the dismantling work within the tender document given to potential contractors for this and other work along the line.

No more was heard until January this year when, out of the blue, I was telephoned to be told that the tenders were in and the figures looked promising. Indeed they were, at barely 10% of our original rough estimates! What was more, the frame was ours too if we wanted it, subject to agreement over the price. Within a very short time the deal was concluded, the contractor would dismantle and deliver the box timbers to Northiam and we had obtained the frame, BR generously accepting our rock bottom offer.

A site meeting was arranged for a Thursday morning in early March with the contractors, Manorsell Ltd, of Sutton. To the consternation of K.E.S.R. S & T manager Paul Vidler and myself we learnt that they wanted to start work the following Monday: we were able to put them off for a week and so we had two weekends in which to dismantle and remove the frame and any other fittings. Two days later an S & T working party comprising Stephen Armstrong, Duncan Buchanan, Peter Lamont, Ian Legg and me, led by Paul Vidler, descended on the box. Fortunately we found the levers could be disconnected and removed relatively simply and removal of the other frame pieces presented no great problems. By the first Sunday evening all the parts were safely stowed in the locking room to await transport to Tenterden the following weekend. This move was completed safely and the parts are now in store awaiting overhaul and reassembly. We found the frame was in remarkably good condition given its age and has many years of service left in it.

We left a bare shell for Manorsell who commenced the dismantling work on Tuesday 17 March and by the following afternoon all that remained was a hole in the platform (filled in early April) and piles of timbers and slates. At times dismantling seemed remarkably close to demolition and I was somewhat disheartened at the number of timbers seemingly damaged. Later inspection, however, revealed only one completely rotten corner vertical timber and several floor joists that will need replacing: a few other structural timbers will need splicing with new wood before reassembly and most of

the cladding will need to be replaced: we had not expected to recover any of the latter. Most of the structural timbers are of pitch pine and in sound condition. At floor level mortise and tenon joints had been marked which suggested the box had been prefabricated at Dutton's works, dismantled for the journey to Wadhurst for reassembly on site.

It is pleasing to record that despite nearly a year's non-use, there had been no vandalism to the box or its contents whatsoever, right up to the day it was dismantled. This was undoubtedly thanks to the nearby presence and watchful eye of the station staff, Ron Wooden and Geoff Hook, who were keen to see its successful recovery.

Friday saw Paul Vidler and me accompany a lorry load of timber to a temporary storage site. A neighbouring farmer to the KESR has kindly agreed to us storing the materials away from

the somewhat vulnerable site at Northiam station until we are ready to start its rebuilding, hopefully early in 1989 ready for the Railway's westward extension a year later.

Wadhurst station now appears strangely empty without its signal box but it is good to know that it is to be rebuilt fifteen miles away. It just remains to be seen whether we can make sense of our jumbo timber jigsaw when we come to rebuilding. Photographs, drawings and numbering of the timbers during dismantling will all help us complete the task. Stage One of the recovery exercise is completed and, hopefully, a future article three years hence will chronicle a successful conclusion to the project with the Dutton box and frame restored to use once again.

Finally, I would like to record thanks to the Weald Area Group who generously paid all the costs of recovery.



Foundations in place to take the re-erected signal box at Rolvenden, 18th April 1987

(Brian Stephenson)

Help them build good habits for the future.

Caring for your children is all about giving them a sense of security.

And the Junior Savers Club gives them another kind of security, by helping them get the habit of saving.

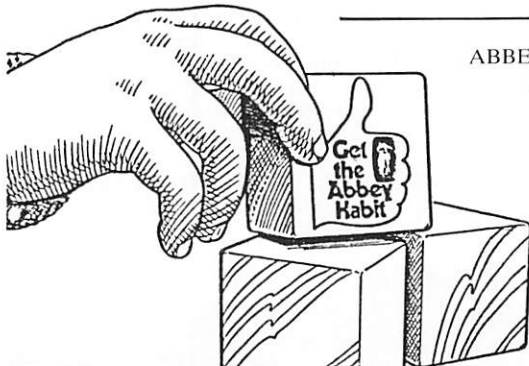
Junior savers have their own passbook, a regular magazine, special awards, and lots more.

They can add to their account, or draw money out, at any time.

If they're very small, you can open an account on their behalf.

All children under 16 are eligible. £1 is all they need to start.

Could be the best pound you've ever invested.



ABBNEY NATIONAL BUILDING SOCIETY
32 High Street, Tenterden, Kent.
Telephone: 4477



THIS IS A FUGGLE BLOWING HIS OWN FUGGLE-HORN ABOUT THE SPLENDID SERVICE YOU GET AT

FUGGLES

YOUR LOCAL BUS SERVICE

of Benenden Ltd.,



COACH & MINI-BUS SERVICE
CAR SERVICE & SALES
CHAUFFEUR DRIVEN CARS
BREAKDOWN SERVICE
and.....*

Registered Office:-
Benenden, Cranbrook,
Kent. TN17 4DJ
Tel:-Cranbrook (0580) 240522

* UNACCOMPANIED CHILDREN ESCORTED
TO-AIR, RAIL OR COACH TERMINAL



WEALD FISHERIES

*Rye Bay Fish Our Speciality
Fresh Farm Poultry and Game*



(Prop. H. C. PETTS)



13 ASHFORD ROAD
(Next to Post Office)

Tel: TENTERDEN 3123



- BED & BREAKFAST
- RESTAURANT
- BUFFET
- RECEPTIONS, PARTIES,
FUNCTIONS

COLD BUFFET & SNACKS AVAILABLE

THE VINE INN
High Street, Tenterden, Kent
Telephone: 2922

Gower

**Insurance
advice centre**

**Professional and helpful
advice always on hand.
Over 40 years experience.**

- * GENERAL INSURANCE
- * MORTGAGES
- * PENSIONS
- * LIFE ASSURANCE

G. H. GOWER
TENTERDEN 4260

STD (05806)

41 HIGH ST TENTERDEN, KENT.

Incorporated Member

CIFA

Corporation of Insurance
& Financial Advisors

Master Cutters

TELEPHONE TENTERDEN 5514

HAIR DESIGNERS
**Find the right Hair Cut
for you**

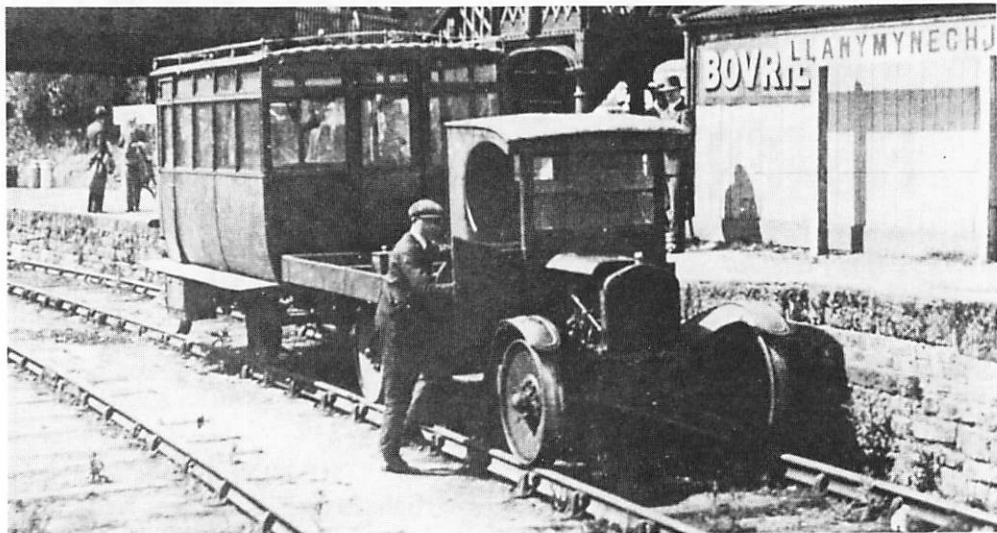
*Come in for a free consultation and
friendly discussion about the best
ideas for your hair*

REDKEN HAIR CARE CENTRE

2 Eastwell Parade, Tenterden
Telephone: (05806) 5514
84 Sydenham Road, Sydenham
Telephone: 01-778 7381

Evidence in Camera

To Selsey by lorry



*The lorry coupled to a Ford railbus at Llanymynech junction, Shropshire & Montgomeryshire Railway, late 1920's
(Colonel Stephens Railway Museum)*

The charm and fascination of the Colonel Stephens lines is such that to this day one can still discover the unexpected. Last year, K & E.S.R. member, Barrie Clark was examining a large collection of glass positive slides which came up for sale in Plymouth, the subject of which was almost exclusively main line locomotives. However, tucked away in the box, without any apparent relevance to the principal subject, was a single slide of immense interest and importance. The subject in question was a Ford model T rail mounted lorry, which is shown in the photograph remade from the slide. This unique vehicle is pictured outside Selsey locomotive shed on the West Sussex Railway attached to the single unit Wolseley-Siddeley railbus with Manning Wardle locomotive, "Ringing Rock", standing alongside. The Wolseley-Siddeley was the prototype of the famous Ford and Shefflex sets, which Stephens introduced both on this line and the Kent & East Sussex and Shropshire & Montgomeryshire railways.

The existence of the Ford lorry had been rumoured for some years, although it has always escaped mention on books on the Selsey line and to the writer's knowledge, no photographs of it there have ever been

published. In 1976, Herbert Warwick, who had been a driver on the line between 1923 and 1926, was interviewed by the writer about his experiences and recalled the Wolseley being coupled with the lorry as a standby set, when the other railcars were indisposed. The flat platform was used to carry a motley collection of "parcels", including prams, ice cream barrows and fish boxes. This strange contraption must have been an astonishing sight, meandering through the flat Sussex countryside, although it was not popular with the drivers.

According to Warwick, the old Wolseley (vintage, circa 1905) was a "devil to drive" and it was with some relief, when in 1925, the rear radiator (there were two, front and rear) caught and smashed on a big knob in the turntable in Chichester; after this she was never used again, leaving the lorry without a partner.

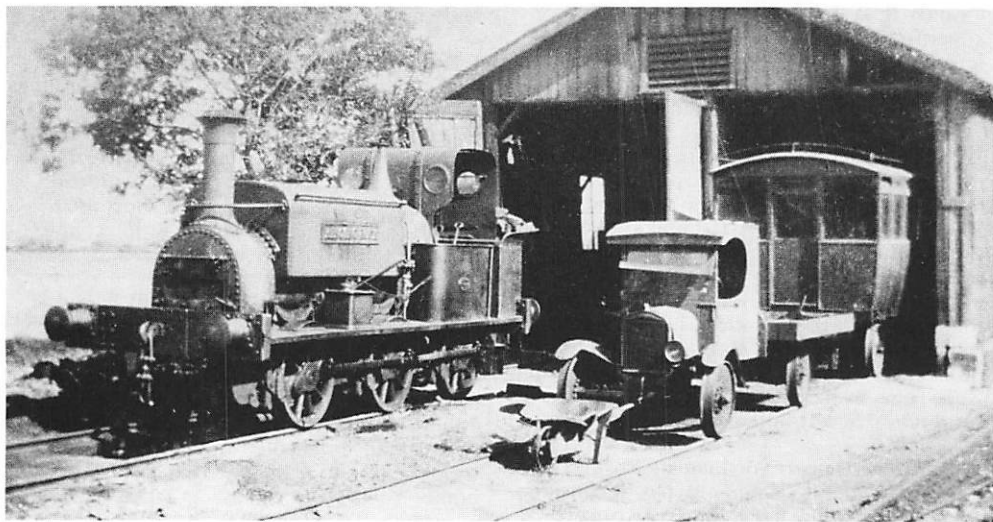
However, this was far from the end of the story. With an eye to economy, Colonel Stephens transferred both lorry and railbus to the Shropshire & Montgomeryshire line in 1926, the former being used occasionally back to back with one of the existing Ford railbus cars and the latter dismantled, the body finding its way

on to the ex L.C.C. chassis for use as a trailer car on the Criggon branch. The lorry was by then apparently somewhat the worse for wear, as the staff nicknamed it "Tishy" after the mythical racehorse who wouldn't run. It was photographed at least once on the Shropshire line, at Llanymynech and reproduced here, although the print has been published before. The early history of the lorry has not been documented; it appears to be constructed on a standard Ford model T one ton truck chassis, of the type imported from the U.S.A. in the immediate post War period, complete with left hand drive and steering wheel still in position. It was almost certainly purchased by Stephens out of his own pocket and therefore did not find its way into official company records.

Dealer brochures for similar lorries are filed amongst the Festiniog Railway archives of this period, when Stephens was in control and had plans for internal combustion power for the line, although it came to nothing. The chassis price was quite cheap—£175 and so it is possible, for once in a while, Stephens actually bought a vehicle new.

The lorry's demise has not been recorded, but like so much of the Colonel's paraphernalia, it probably developed a defect and was set aside, ending its days in the brambles at the rear of Kinnerley locomotive shed. Was it there in 1940 when the Army arrived?

Philip Shaw



The lorry and Wolseley-Siddeley railbus at Selsey with locomotive 'Ringing Rock'.

(Barrie Clarke)



Cinque Ports Restaurant

(Fully Licensed)

TRADITIONAL HOME COOKING
MORNING COFFEE / LUNCHES / AFTERNOON TEA
DINNER

52/56 High Street
Tenterden, Kent TN30 6AU

Telephone No:
05806 2060

RICHARD & CHERRY SMITH & ELSIE SMITH

Letters to the Editor

Editorial Team

Sir—May I, on behalf of all contributors to *The Tenterden Terrier*, thank Paul Sutton and his wife Val for all the hard work given as Joint Editor over the years. May he enjoy a speedy recovery.

Paul Gray
Maidstone Area Group

Happy Easter?

Sir—I wonder how many members share my distaste at this year's Easter festivities at Tenterden Town. The sight of the station building dwarfed by a plastic castle, swings and a candy floss stall in the yard and advertisements for a newspaper attached to fences at Cranbrook Road crossing brought home how far we have moved away from our aim of preserving a quiet country railway.

We will be told that we must provide this kind of entertainment to attract the public. This is a total fallacy. During the same weekend the Bluebell Railway doubled last year's takings and ran two full six-coach trains every hour by selling itself as nothing more than a historic railway. At Tenterden we may have attracted the public in large numbers, but we had to accommodate them in Mark 1 coaches little different from those in daily use on BR lines in Kent. Two were even in BR livery and in a condition that left much to be desired.

With an extension to Northiam in prospect the Tenterden Railway Company has to consider what it is and where it is going. Are we to grow bigger and risk stretching ourselves beyond our resources, or would we do better to remain small, placing the emphasis upon high quality and an authentic recreation of Pullman travel and the old Kent and East Sussex Railway?

For my part I am appalled at the thought of yet more tatty Mark 1 coaches pushing our historic vehicles ever further back in the queue for restoration, while bigger funfares have to be laid on because we feel we have to attract the masses. Let us have a full and open discussion about our future *now*, before hope of seeing again the attractive trains of historic vehicles which we used to run not so long ago is lost completely. The choice is between being bigger and being better; our limited labour and financial resources really will not allow us to

have it both ways.

Gerald Siviour
(Education Officer)
Tenterden, Kent

(Member, Hugh Nightingale, has written on the same subject expressing similar views and also advocating locomotives and coaches in uniform liveries)

Liveries

Sir—I am concerned that it is the intention to repaint the 'P' Class locomotive No. 31556 in S.R. lined black. Also disturbing is the comment by Paul Sutton in the Spring edition of *The Tenterden Terrier* (page 43) that a rake of 'blood and custard' stock may be an improvement.

I say that such moves would stray from the intention to preserve the K & E.S.R. image and would make the railway no different from many other preserved lines with a motley assortment of liveries. Irrespective of former ownership or usage *All* locos and rolling stock, with the exception of the Pullmans and short term visitors, should be in K & E.S.R. livery thus preserving the proper image.

If people want to see S.R. locos or 'blood & custard' coach sets then there are plenty of other places where they can go *after* visiting our railway with its engines and coaching stock resplendent in K & E.S.R. livery. The need to adhere to this livery should be one of the terms of acceptance that the owner of stock or locos should agree to if the K & E.S.R. is to be the home.

We are not just a preserved railway and my comments would apply even if we were ever to have a West Country loco in the fleet. This would, I am sure, be Col. Stephens' policy.

N C Langridge
Littlehampton Sussex

The Chairman writes:—Although this is a highly emotive issue, we have to respect the wishes of locomotive owners and volunteers, especially where significant private funds are involved. Furthermore there has to be a balance between the purism of a Col Stephens Railway and the perceived requirements of visitors and their families.

Eyesore at Orpin's curve?

Sir—I was saddened to read in *The Tenterden*

Terrier that preparations have been made to lay a siding between Rolvenden level crossing and Orpin's crossing. I understand the purpose is so that our steam cranes can be stored there, close to the works.

Orpin's curve is a beautiful, as yet unspoilt spot, much photographed now, as 60 years ago. It is perhaps the most visible part of the line for the unsuspecting traveller and I am saddened that operational efficiency appears to have won the day compared with preservation. I accept that commercial and operational considerations

deny us from preserving the K & E.S.R. in a time warp of 50 years ago, but surely there is a more palatable solution in this case. The sewage works siding, also close to Rolvenden, could be upgraded and extended to accommodate these essential machines. Although possibly a more costly alternative, involving slewing of the main line, at least the sewage works is not the most attractive asset of our line.

Tim Stanger
Eynsford, Kent

ONLINE VIDEO

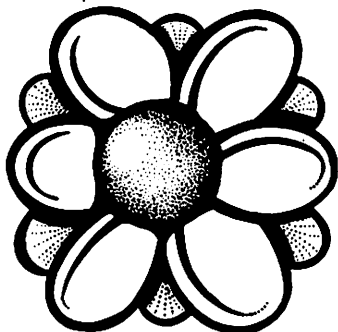
Online Video Presents "TRAINS TO TENTERDEN"

A new one hour Video recording which covers the complete story of the K.E.S.R. Scenes from the 1930's and 1950's; B.R. steam freight trains; The last steam train to Robertsbridge; Loco's arrive - U.S.A. Tanks from Tonbridge; "Marcia", "Minnie", the Norwegian too. The S.&T. dept. and the P.W. crew at work; The last train from Robertsbridge: (Ford diesel); Grand reopening day in 1974; Then Santa Specials; Wittersham Rd. Station reopens; Filming Contracts; and all the events leading up to "Steaming Home" in 1986. Produced by Wilf Watters.

Available in VHS or Beta at Tenterden Station, or from

ONLINE VIDEO, 88 Deans Lane, Edgware, Middx HA8 9NP.
£19.95 inc. post. S.A.E. for free lists and details.

THE FLOWER HOUSE



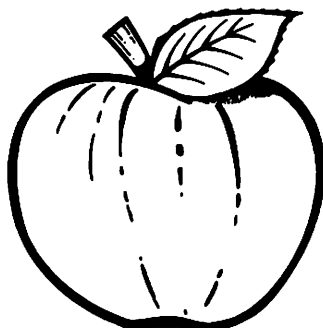
92 HIGH STREET
TENTERDEN

PHONE TENTERDEN 3784

CUT FLOWERS, POT PLANTS,
WEDDING BOUQUETS,

* INTERFLORA *

THE FRUITIQUE



3A STONE STREET
CRANBROOK

PHONE CRANBROOK 713683

FRUIT, VEGETABLES,
SALADS & EXOTICS

* BASKETS OF FRUIT *

Early Days of the Sheppey Light Railway

The Sheppey Light Railway was always worked by the main line company with comparatively conventional rolling stock and so has received less attention than some other Colonel Stephens' railways. This is a pity as in other respects it had many typical features; the corrugated iron stations in cricket pavilion style, the light earthworks resulting in short but sharp gradients (even in distinctly flat country), the frequent level crossings, the farmers sidings and the association with bright hopes for future development and prosperity that never quite materialised. Even the people involved are familiar; the team of E.W.I. Peterson, the Cranbrook solicitor as promoter, H.F. Stephens as Engineer and William Rigby as Contractor was associated with several light railways and still more abortive proposals.

Although the western end of the Isle of Sheppey was served by the Sittingbourne & Sheerness Railway as early as 1860 and this had brought about a limited amount of development at Queenborough and Sheerness, the greater part of the island remained agricultural. Minster, indeed, had declined greatly since the days when it was the site of a rich abbey. The Light Railways Act of 1896 provided the opportunity to extend the railway to serve the rest of the island at reasonable cost and local landowners were naturally interested in taking advantage of it, especially Lord Harris and Colonel F. Holford. Lord Harris (1851-1932) of Belmont Park, Faversham, owned much of the land in Kent, including some in Minster. Colonel (later Sir) George Holford (1860-1926) was the son of millionaire, Robert S. Holford, who had built Dorchester House in Park Lane, a private palace of monumental grandeur, eventually demolished to make way for the Dorchester Hotel. Colonel Holford's holdings of more than 16,000 acres included land in Eastchurch.

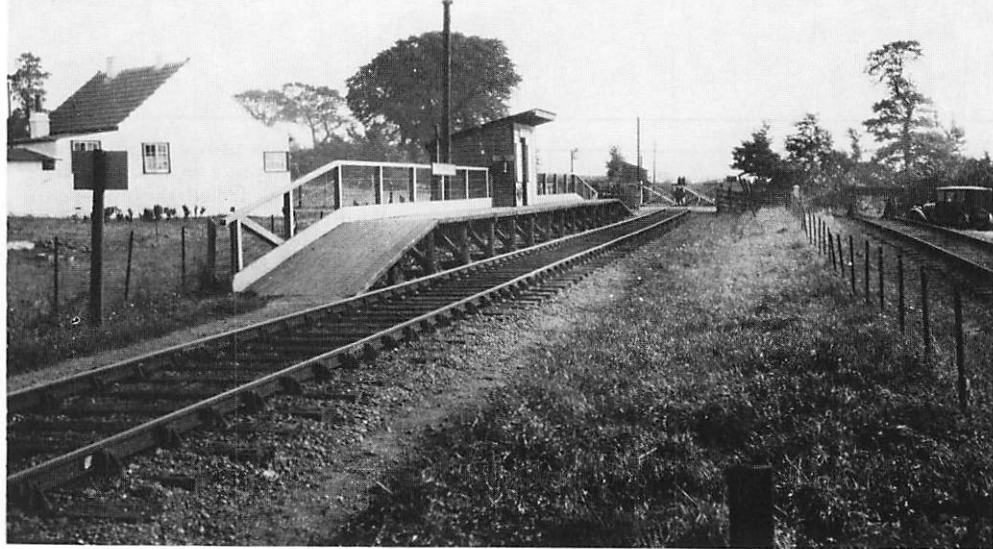
H.F. Stephens' involvement began in 1896, when he wrote to his Father:- *"I have a letter of introduction from Lord Medway to Lord Harris re a proposed line in the Isle of Sheppey. You know so much better than I do how to manage these things, how shall I address Lord Harris? I write, My Dear Lord Medway, because I know him, but I don't know Lord H. Shall I say, Sir!! or, My Lord?"*

Lord Medway had long been an advocate of the Paddock Wood to Hawkhurst Railway, for which Stephens was the Resident engineer. However the letter was addressed, it appears to have been effective, as in 1897 a draft Light

Railway Order was submitted to the Board of Trade by Stephens from the "Engineers office" of the Sheppey Railway at Tonbridge. The planning and promotion of the railway was carried out by the Light Railway Syndicate Ltd, a company formed in 1895 in which Stephens owned a minority shareholding and acted as its engineer, although he was not a Director. Some of the proposals seem to have caused concern to the Board, as a memorandum states:- "In the schedule of the draft order there is a novel proposal by the ingenious young engineer of this line, Mr Stephens, that no train not exceeding three passenger carrying vehicles need be provided with continuous brakes. This is not very well worded, but as they wouldn't want to run trains consisting of three vehicles only, it evidently is meant to apply to trains of any number of vehicles but on which there are not more than three passenger vehicles. This is ingenious and I have given some thought to it, but I hardly think it is to be recommended".

The estimated cost of the line, without stock, was £43,852 and the fact that the capital given in the draft order was £60,000 plus £20,000 in loans also caused the Board some concern?-"The capital fixed by these promoters always seems to me to be excessive and in this case it seems rather more excessive than usual".

Following these exchanges, a Public Inquiry was held at Queenborough Town Hall on 29th April 1898. The Light Railway Commissioners present were the Earl of Jersey, Mr G.A.R. Fitzgerald and Colonel Boughey, whilst the promoters were represented by Mr H.C. Gollan, Mr E.W.I. Peterson and Mr H.F. Stephens. A deviation of the line to run via Minster instead of the straight line from Queenborough to Eastchurch originally envisaged was proposed by the local authorities and accepted by the promoters, increasing the length by just under a mile and the estimated cost by £8,571. The Manager of the Colne Valley Light Railway, Mr G. Copus, who Stephens may have met when he was planning a whole network of light railways in Essex and Suffolk, gave evidence based on the traffic on his line and expected it to be higher on the Sheppey line. It was stated that a Mr Barton Hallett had entered into a contract for the purchase of the Leysdown estate to lay it out as a seaside resort; clause 60 of the draft order which empowered the Company to build a hotel at Leysdown was, however, considered to be outside the powers of the Commissioners. The only objector was Mr T. Goodwin of Harp's



Brambledown Halt, Typical of the simple structures on the Sheppey Light Railway.

(Lens of Sutton)

farm whose pond would be destroyed by the line; this objection was withdrawn on suitable compensation being arranged.

Following this enquiry, a revised light railway order was approved on 3rd April 1899. It imposed a maximum speed of 25 miles per hour, with 10 miles per hour on curves of less than 9 chains radius, (although in fact there were none) and within 300 yards of ungated level crossings; for tender locomotives working tender forward the limit was 15 miles per hour. Stephens had wanted to run at 35 miles per hour but the commissioners evidently saw no reason to deviate from their usual practice. A rather ominous clause read "there shall be no obligation on the Company to provide shelter or conveniences at any station or stopping place", although it had been stated at the Inquiry that it was intended to provide shelter at all stations.

Construction of the line was undertaken by William Rigby and Company who was associated with a number of Stephens' projects, including the Headcraze extension of the K & E.S.R. There were no cuttings or embankments of more than 10 feet and so by 21st June 1901 the works were ready for official inspection by Major Pringle.

The line started from a bay platform 300 feet long on the up side of the line at Queenborough, where a small signal cabin had been erected to operate the home and starting signals. It then ran across marshes to Sheerness East (1m 40c) where there was a 200 feet long

platform, without shelter, and a small goods yard. Sheerness East was in fact about a mile from Sheerness, from which it could be reached (between 1903 and 1913) by the cars of the Sheerness & District electric tramways, whose shed and power station was next to the light railway station. The line continued over the Scraps Gate road ungated level crossing (2m 17c) to East Minster-on-Sea (2 m 44c) with a 60 feet long platform on a 1 in 79 gradient and a small shelter. This halt was "used only on specified occasions" at opening, but was brought into regular use in 1902.

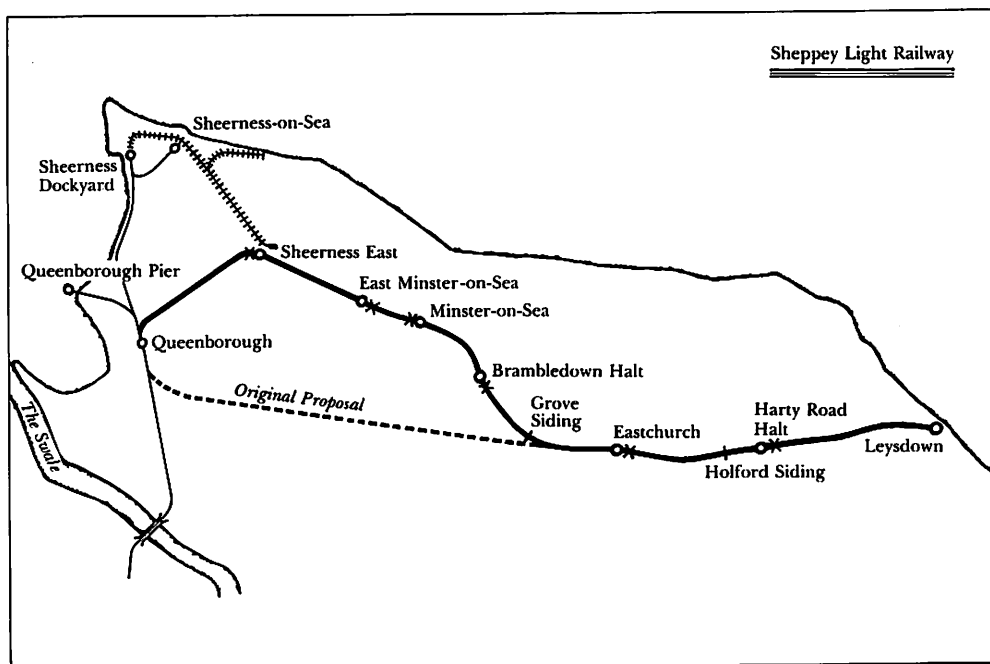
The next station, Minster (3m 10c) had a 200 feet long platform with a shelter and urinal and some sidings. Passing Stickfast Lane ungated crossing (3m 57c) the first of the 'farmers sidings' was reached at Brambledown (3m 79c), then Newhook Farm crossing (4m 16c) and Grove Siding (4m 73c). The passing station Eastchurch (5m 47c) had a loop but only one platform, 200 feet long with a small shelter, two ground frames, one at each end of the station and up and down home signals. Major Pringle commented that if it were intended to pass passenger trains there, a second platform would have to be provided. There were then two more farmers sidings, Holford Siding (6m 52c) and Harty Road (7m 7c) and two more gated crossings, Mustards Road (7m 48c) and the curiously named Frogs Island (8m 6c) before Leysdown (8m 52c). Here also was a 200 feet long platform, with a rather larger shelter than elsewhere and a 6-lever ground frame working a home signal, the loop and goods sidings, one of which served a loading

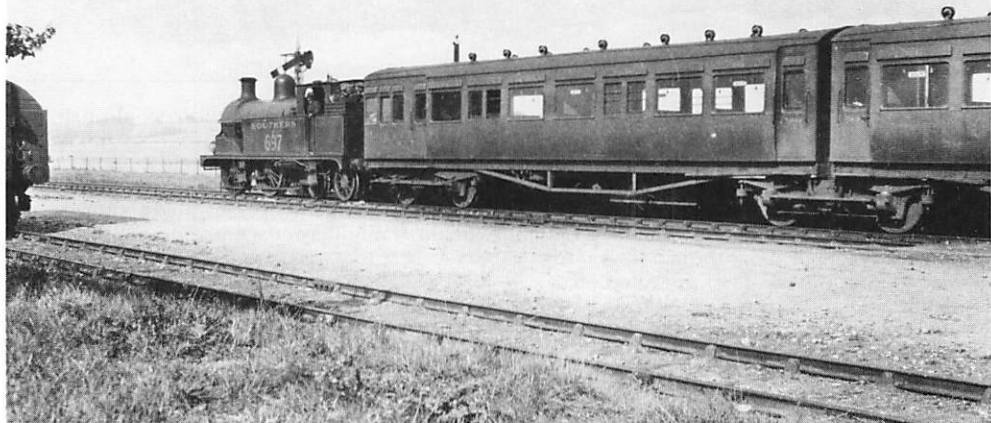
No. B26347	
SHEPPEY LIGHT RAILWAY.	
Single Journey. Third Class Ticket.	
TO BE GIVEN UP AT END OF JOURNEY. (First Class Passengers to hold Two Third Class Tickets.)	
DOWN.	UP.
22222222	22222222
22222222	22222222
22222222	22222222
22222222	22222222
33333333	33333333
33333333	33333333
44444444	44444444
44444444	44444444
44444444	44444444
44444444	44444444
44444444	44444444
44444444	44444444
44444444	44444444
44444444	44444444
66666666	66666666
66666666	66666666
66666666	66666666
66666666	66666666
66666666	66666666
77777777	77777777
77777777	77777777
99999999	99999999
99999999	99999999
66666666	66666666
66666666	66666666

bank. A water tank was provided, supplied by a wind pump direct from a well. Reputedly, when the well was being drilled, the bit ran into a layer of hard rock not far below the surface which diverted it sideways. No water was found at the expected depth, but the reason was only discovered when the bit emerged above ground some distance from the well.

The goods sidings at the stations could hold about 20 wagons, but those at the farmers sidings were only long enough for three. The single track was laid with second-hand S.E. & C.R. rails, fishplates, chairs and fastenings on half round sleepers. Major Pringle thought the ballast was short in quantity outside the ends of the sleepers.

The line was worked on the train staff and ticket system in two sections; Queenborough to Eastchurch used a triangular brass bar painted red as the staff and Eastchurch to Leysdown had a circular brass bar painted green. There were no block signalling instruments, but a telephone was provided at each station and there were warning bells at the gatemens huts at gated level crossings. Ungated level crossing had cattleguards and a feature then regarded as novel was the provision of warning boards





S.E.C.R. 'R1' class A 697, with articulated set 514 made from S.E.C.R. railmotors 1 and 2 at Leysdown in Southern days
(Lens of Sutton)

(white with black '10') to indicate speed restrictions at level crossings and sharp curves.

The Sheppey Light Railway was leased and worked by the S.E. & C.R. whose service timetable stated "This new railway, which extends from Queenborough to Leysdown will be opened for passengers and goods traffic on Thursday, August 1st 1901 and will be worked by a local service to and from Queenborough". This comprised four passenger trains each way daily (including Sundays) taking 35 minutes for the journey of nearly 9 miles, plus a return goods working on weekdays. From 1st November 1901 to 31st March 1902, Leysdown was closed to passenger traffic and the service was revised with only four trains each way, the first down and last up being mixed passenger and goods, while there were only two trains on Sundays.

Tickets issued were for local journeys only, passengers for further afield being obliged to re-book at Queenborough. The design was rather like a tram ticket and the third class fare was 9d for the full single journey (first class passengers to hold two third class tickets).

On 8th August 1901 Stephens wrote to his father, "My little Sheppey Railway was opened for traffic on 1st August but it is too early yet to say how the traffic will turn out. The S.E. & C.R. railway are working the line so that I have not much to do with the arrangements as I am only Engineer". One result of this was that the S.E. & C.R. had to issue a locomotive pass to Stephens' assistant, W H Austen described as an "Inspector" allowing him to travel on the engine over the light railway until the end of 1901. An official opening ceremony attended by many local dignitaries took place on 9th August.

To work the lines, the S.E. & C.R. provided two small 2-4-OT locomotives, no's 518 and 523 which had been rebuilt in 1865. The usual train was a set of three ex-L.C. & D.R. six wheelers, which had been rebuilt with gangways between carriages and the third class accommodation in saloons.

The opening of the line encouraged attempts to develop Sheppey as a resort. At Minster, Frederick Ramuz bought about 1000 acres of the derelict farmland and attempted to sell it in plots to Londoners through the Land Company and the Minster Development Corporation as "one of the finest, if not the best marine estate ever acquired by us or any other company for sale in plots to the general public". The Land Company even organised special through trains from London in the hope of encouraging sales. Similarly, The Sheerness & Leysdown Estates Co managed to sell plots of land in 1903 and proposed the construction of an hotel and golf club at Leysdown. Development was, however, very slow and when much later it did come, it was too late to bring any appreciable traffic to the light railway.

The Railway's period of nominal independence was brief, as in August 1902 an agreement was reached with the S.E. & C.R. to purchase the line for £65,000 and powers for this were included in the Acts of 1903 and 1905. The new owners lost no time in improving their acquisition; traffic was being turned away at Harty Road and Brambledown, so in 1903 the sidings were extended. The stations were also improved; concrete platform walls replaced Stephens' old sleepers, the wooden trellis fences were replaced by iron railings and wooden lamp posts by elegant twisted iron columns.

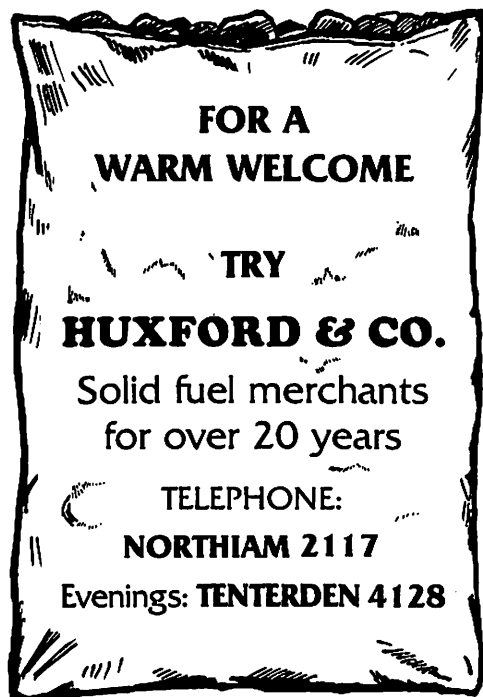
Following experiments on the line with two small petrol railcars, the S.E. & C.R. acquired a number of steam railcars. Car No 1 was delivered on 16th January 1905 and after trials in Deal area, entered service on the S.L.R at the beginning of March. The title "Sheppey Light Railway" was painted above the windows at first, but was soon removed. The car seated 56 passengers in two third class saloons; a six-wheeled 3rd class carriage was kept at Queenborough and could be added if necessary. The train stopped at East Minster only "in event of passengers requiring to alight or join the car" and one disadvantage was apparent in the provision of a separate goods train in place of the former mixed working. As if to maintain the Stephens connection, a second-hand 'Terrier' tank was purchased from the L.B. & S.C.R. to handle this. A report at the end of March stated that the railcar had given entire satisfaction, had fully met the demands of traffic and that there had been a worthwhile saving in coal.

By the begining of May 1905, short platforms had been provided at the farmers' sidings at Brambledown and Hartly Road and

it was arranged that the railcar would halt as required during daylight. The service timetable noted that "the car will also call at these platforms occasionally after daylight, but only by special arrangement being made beforehand with the stationmaster at Queenborough and at passengers own risk. Passengers requiring to join or alight at these platforms after dark will be required to have a man at the platform with lamp to indicate to driver where he is required to pull up".

Further developments on the S.L.R. are really beyond the scope of this article. The railcars were withdrawn in 1912. The First World War saw the aerodrome at Eastchurch develop into a major source of traffic, both as passenger and goods, which brought the only regular through trains. After the War, traffic declined even though Leysdown achieved limited success as a resort. The passenger sections of the steam railcars were rebuilt into articulated push and pull sets, which provided passenger services until the inevitable closure in December 1950. Today only a few traces of the line remain.

Tom Burnham



Book Reviews

THE KENT & EAST SUSSEX RAILWAY by Stephen Garrett, published by The Oakwood Press, price £4.95. 104 pages of text and photographs

The long awaited second edition of Stephen Garrett's authoritative history of the Kent & East Sussex Railway is much enlarged and contains a wealth of new information which has come to light over the last 15 years, some of which has been contained in the columns of this journal. The book is essentially a pre-preservation study, covering the period up to closure in 1961, although there is brief reference to the new era of operations under the Tenterden Railway Company. It is perhaps in the field of carriage stock that most new information has arisen, following the discovery of the rolling stock register in the Austen collection of archive papers. The presentation is attractive and liberally illustrated with photographs and memorabilia. The Oakwood method of "perfect binding" does have its disadvantages, not the least of which is the inability to open the book out flat without it springing shut. One minor error, oft repeated, is the reference to our founder as Holman Frederick Stephens; his birth certificate shows that his name was just plain Fred!

SOUTHAMPTON TO BOURNEMOUTH and VICTORIA TO EAST CROYDON both by Vic Mitchell and Keith Smith, published by the Middleton Press, price £6.95. 96 pages in each volume of mainly photographs together with captions and text

The prolific output of products from the Middleton Press continues unabated with two more albums covering lines in the South East/South West. Southampton to

Bournemouth comes in a striking red, white and blue binding and covers the L & S.W.R. main line between these termini together with the branches to Fawley and Lymington and the little known Eling Tramway, a freight only line serving a tar distillery and chemical works. The Totton, Hythe & Fawley Light Railway which still survives to this day, opened as late as 1925 and there are some nice shots of the various stations en route and offshoots such as the Hythe Pier Tramway. Victoria to East Croydon is one of the best in the series so far, with a delightful portfolio of photographs from this, one of the busiest routes in the Country. Rarities include a shot of Balham intermediate signal box during the national railway strike of 1911, guarded by three policemen and four troopers in ceremonial dress. There is a photograph of the District Engineer's petrol engine & inspection car at Croydon in 1906, with controls for a back seat driver and the little Clayton & Shuttleworth traction engine used by Messrs Hall & Co in their sidings at the same station. Pullman services feature in the form of the Brighton Belle with both photographs and poster reproductions. It is notable that the general environment of this now solidly urban district has deteriorated over the years—whoever can remember Wandsworth Common Station when it had wide flower borders and ornamental tubs?

P.D.S

(Hastings to Ashford is held over for review until the winter issue)

COBBS
CHARTERED SURVEYORS

FOR A COMPLETE FRIENDLY AND
PROFESSIONAL PROPERTY SERVICE

NOW OVER 50 OFFICES IN THE SOUTH EAST

LOCALLY AT

BENENDEN (0580) 240854
CRANBROOK (0580) 712888

HAWKHURST (05805) 3588
HEADCORN (0622) 890760
NORTHAM (07974) 2366
TENTERDEN (05806) 3636

ESTATE AGENTS

White's Jewellers Tenterden

*Clock, Watch & Jewellery repairs
carried out in our own workshops.*

**Longines, Seiko, Pulsar
& Timex Agents**



Member of
The National Association
of Goldsmiths

**96 High Street, Tenterden, Kent
Tel: 3155**

JOHN

HOGBIN & SON



ESTATE AGENTS AUCTIONEERS
Surveyors and Valuers

Moving to the **KENT WEALD?**

*Consult the Property Specialists
in the Wealden Towns*

TENTERDEN
53 High Street
Tel: (05806) 2241

CRANBROOK
The Corner Offices
Tel: (0580) 712401

*An Efficient and Personal Service
offered in all property matters*

also

*Fine Art Sale Room
Day and Evening Sales every month*



Est. 1888 prices

Other Offices:
SANDWICH and DIAL



PROPERTY AGENTS

Breton Court

**CARE HOME FOR
THE ELDERLY**

St. Michaels Tenterden



KCC registered Member KCHA

Custom built bungalow established in 1978

Set in beautiful landscaped garden

Quiet location off main road

500 yards to shops and church

24 Hour care - All single rooms

- Central heating

Residential and short stay welcomed

Proprietors: B.K. & M.E.L. Overy,

Grange Road, St. Michaels

Tel: Tenterden 2797 & 3143

Please write, telephone or call for a brochure

THE PAINT TAVERN

Dulux **COLOUR CENTRE**

Paint, Wallpaper and Ceramic Tiles

68 HIGH STREET, TENTERDEN

Telephone: 3624

TENTERDEN

The home of the Kent and East Sussex Railway

The White Lion Hotel **and Restaurant**



One of the historic "Inns of Kent"

The White Lion sits prominently in the centre of Tenterden and is but a few minutes walk from the railway station. A warm and friendly welcome is extended to all visitors who are invited to try the comforts and olde world atmosphere of a 16th century Coaching Inn.

Excellent food and wine is served in our Lions Pride restaurant, and an extensive menu of hot or cold meals is always available in our heavily beamed lounge bar.

Accommodation includes comfortable four poster beds with en suite facilities.

SPECIAL TWO DAY BREAKS – DINNER, BED & BREAKFAST

The White Lion Hotel, High St., Tenterden, Kent TN30 6BD
Reservations. Telephone 05806 2921

ANTONMANOR LIMITED

**CONTRACTORS TO THE KENT AND EAST SUSSEX
RAILWAY**

**OFFER A COMPLETE DESIGN & BUILD SERVICE
FOR ALL TYPES OF BUILDING**

- OFFICES • FACTORIES • WAREHOUSES
- SHOPS • HOUSING • RENOVATIONS &
CONVERSION

N.H.B.C. REGISTERED
LOCAL APPOINTED CONTRACTOR FOR ATLAS
STEEL FRAME BUILDINGS

Bridewell House, Bridewell Lane, Tenterden
Telephone: Tenterden 4215/4942



TENTERDEN

VINEYARDS

VISIT OUR VINEYARDS AND HERB GARDEN

Vineyard, Winery and Herb Garden open to visitors every day, 10 am to 6 pm, May to October.

Taste our range of fine English Wines and Apple Juice. Herb Nursery with over 200 types of herb plant for sale, open from Easter. Wine shop open from Easter to Christmas, 10 am to dusk.

Conducted and self-guided tours, meals and wine tastings for groups available by appointment only.

Telephone or send for full details.

**TENTERDEN VINEYARDS. SPOTS FARM
SMALL HYTHE, TENTERDEN, KENT
Telephone Tenterden (05806) 3033**

On B2082 Tenterden to Rye road