The Tenterden Terrier

Number 45

Spring 1988



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)

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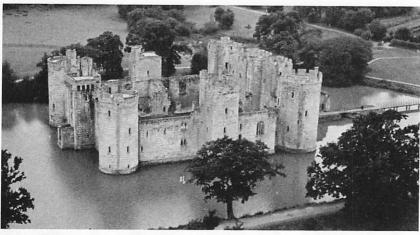
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Bodiam Castle A National Trust Property



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

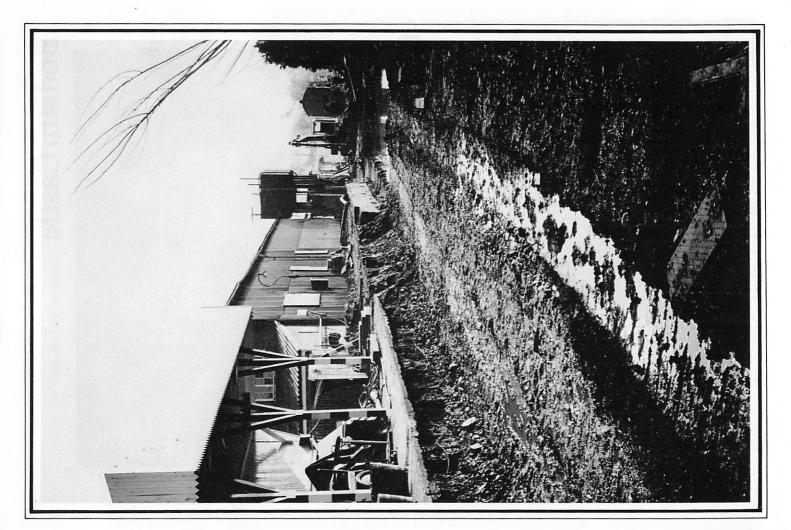
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Great Dixter



This 500 year old manor hall is open every afternoon (except ordinary Mondays) from 1 April to 16 October, also weekends October 22/23 29/30 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 28/29, Sundays in July & August, also August 29th. 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.



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FRONT COVER. Steam crane in action laying the new siding on the Tenterden side of Rolvenden level crossing, 24th January 1988 (Mike Esau)

FRONTISPIECE. Winter work at Rolvenden. Drainage excavations and track realignment in progress at the station site, 24th January 1988 (Mike Esau)

Editorial

Travelling as it used to be?

Carriage restoration is a task which seems to attract fewer volunteers than most on the Kent & East Sussex Railway. True, the work is sometimes daunting and usually time consuming, but it is none the less rewarding for that. Thus, the Chairman's timely postscript in reply to a letter to the Editor on the subject of covered accommodation, is welcome news indeed. For years, the row of vintage carriages at Tenterden has been a depressing sight, gradually losing the battle against the elements in the wake of three hard winters. Now, at least we have the prospect of holding the weather at bay until the time comes when they can be returned to service. Riding behind a steam locomotive on modern coaches has, no doubt, a certain charm; how much more exhilerating and certainly more period, closeted inside a "birdcage" even, if necessary, behind a modern diesel!

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Lineside News

Compiled by Neil Rose.

Take 4500 presents, 7000 mince pies, 900 litres of mulled cider, 30 tons of coal and thousands of gallons of water. Add an assortment of clowns, Winnie the Pooh and friends, elves and pixies, decorative waitresses and a man in a red tunic and white beard. Mix with engine drivers and firemen, guards, signalmen, crossing keepers, controllers, station masters and booking clerks, ticket inspectors, sales and catering assistants, cleaners and maintenance staff. Blend with present buyers, parcel wrappers and Santa's valet service. Finally, stir in willingness and good cheer. These comprise the ingredients that made another outstandingly successful season of Santa Special trains last December.

On nine operating days 40 services ran, with some trains made up of seven coaches. A second Class 2 locomotive was needed to bank up from Rolvenden. In all 10404 passengers travelled on these seasonal services; many trains were booked out months in advance and virtually all were filled to capacity.

The last days of the year's operating season may be hectic and exhausting for those shouldering the burden but they can be fun. There is much satisfaction in knowing that many children have had a happy introduction to Christmas. It is also gratifying that the Railway's finances received a substantial boost before the winter closed period. Well done to all concerned.

Boardroom

Just over two years ago the Chairman's Annual Report commented on the inability of some Departments to spend their budget allocation. Such has been the Railway's growth that the constraint now is the availability of funds. At the 1988 budget review requests for project funds exceeded planned income by over £80,000! Priority was given to completing track, platform and signalling alterations at Rolvenden, to the carriage restoration programme and to improving catering facilities in the Colonel Stephens Buffet.

Outline approval has been given to a development programme for Rolvenden Locomotive Works, which will include an extension to the shed and a public viewing area. Work will start this year and, subject to the availability of funds, will be complete by 1990/91.

As reported elsewhere, a major operation for

the recovery of rail and sleepers from Southfleet was completed in early December—thanks are due to Rick Edmundson who enabled us to acquire this material and to all those who took part in what must rank as the most challenging "off line" task so far.

Finally, as the Railway prepares for another season, an appeal to all members – Your Railway Needs You! If you have been on the brink of volunteering make 1988 the year of decision and help with the extension or with running the day to day operations. As reported in Lineside News, extra staff are sought in virtually every area.

Locomotives

No. 3 (32670) There is little further progress to report except quotations for a new steel firebox have been received.

No. 10 Following repairs it is hoped to have *Sutton* back in service at Easter.

No. 11 (1556) The 'P' was temporarily withdrawn from service in early December for its boiler examination as well as the fitting of a brick arch in the firebox to improve steaming, reduce coal consumption and lessen spark emission. All the boiler tubes have been beaded over.

No. 12 It is some time since *Marcia* was mentioned. The Peckett's boiler will leave the Railway shortly for repairs by outside contractors. There are hopes that the locomotive will be steamable later in the year.

No. 14 Charwelton put in the highest mileage during 1987, beating No. 24 by a whisker. It is serviceable with only minor repairs needed over the winter period. It will be available for the early part of the season but is expected to visit the Buckinghamshire Railway Centre at Quainton Road during the year.

No. 19 There is plenty of progress reported by the Norwegian Locomotive Trust. The locomotive chassis has been thoroughly cleaned and partially repainted. The motion overhaul is completed as is work on the springs, axle boxes, bearings and brake gear. Pistons and piston valves have also received attention. The



Crane match wagon DS 70003, companion vehicle to the 10 ton Taylor and Hubbard steam crane, at Tenterden January 1988 (David Dine)

driving wheels and coupling rods have been re-united with the frames and the chassis removed from Rolvenden shed pending completion of boiler repairs. Lawrence Donaldson and his team have now turned their attention to the tender chassis which has replaced the engine over No. 1 pit. Both drag boxes are in a very poor state and will need rebuilding. Some of the metal work on the frames is badly wasted and new steel will need to be welded in place. All the brake rigging and axle boxes will be thoroughly overhauled. The fabrication of a completely new water tank and bunker (started many months ago) has been restarted by Brian Remnant.

Messrs W M G Hedges & Sons were awarded the contract for the boiler overhaul at a cost of some £11,000. The boiler left for Hedges' workshop at Chatham Dockyard in early December and should return in mid-year. Other work required includes repairs to the superheater elements.

So far some £18,000 has been raised towards No. 19's purchase and restoration, of which £6,000 was recently donated out of the blue by the Cuthbert Horn Trust, for which No. 19's Trustees are most grateful. There are sufficient funds to meet the boiler repairs but another £10,000 is needed to complete the restoration project. It is the Trust's ambition to see No. 19 amongst the locomotives in steam on the day when the Northiam Extension is opened. This is perfectly attainable given the necessary financial backing. It is hoped that readers will be supportive – please contact the Trust for further details c/o Tenterden Town station.

No. 22 (30065) Serviceable and standby for works trains should no diesel locomotive be available. Some light maintenance is needed to cure a persistently blowing valve. Maunsell has proved reliable but remains very heavy on coal and water. Expected to remain in service until 1991.

No. 23 (191) Withdrawn from service during December for boiler examination and attention to wasted foundation ring rivets. It has passed its five-yearly exam and also remains available until 1991. Ashpan repairs are needed. At the request of its owner it is to be repainted in black WD livery.

Steam Locomotive Mileages

				i otai since
				1974 or
				entry into
No.	Name/Other No.	1987	1986	traffic
3	32670	_		4425
10	Sutton	3	1101	7184
11	31556/1556	964	336	1300
14	Charwelton	1874	496	2906
22	30065/Maunsell	419	176	10507
23	WD191/Holman F Stephens	1555	1058	14994
24	William H Austen	1823	2561	14078
25	Northiam	1198	710	8364
TOT	AL STEAM MILES	7836	6438*	
a. 7	112 2010 2 1 111 022			

* In addition 3010 miles run by visiting GWR PT in 1986

Diesel Locomotive Mileages and Hours

No.	Type/Name	1987	1986	
		Miles	Hours	Miles
40	BTH Bo+Bo	N/a	N/a	163
41	Ruston 0-4-0DE	78	19	
43	Fowler 0-4-0DH	301	142	307
43	Drewry 0-4-0DM	40	10	
45	Drewry 0-6-0DM	56	51	255

Diesel locomotive mileages and hours run must be regarded as approximations only. By the nature of the duties performed they may spend all day on shuntings duties, being started as required and only running a few miles.

No. 24 Having been a regular performer for the past four years No. 24 has been withdrawn from service pending a major 10-year overhaul. This will include stripping down the locomotive completely, heavy boiler repairs, ashpan and smokebox renewal.

No. 25 Northiam is serviceable after light winter maintenance. It, too, has needed minor ashpan repairs and an elbow in the steam heat pipework within the cab renewed following a failure just before Christmas.

No. 26 Rebuilding of *Linda* is now virtually completed and, barring any mishap, the locomotive should be entering service during 1988 for the first time since arrival 11 years ago. A few final coats of paint remain to be applied.

For news of the Railway's diesel locomotive fleet turn to the article Rolvenden Diesel Power.

To end on three statistics; in 1987 the locomotive fleet used—

Tatalainas

444 tonnes of coal 3000 gallons of diesel Oil 1 ton of sand

Rolvenden Depôt

With the PW & Civil Engineering Dept. rebuilding the running lines through Rolvenden, the Locomotive Dept. has taken advantage of the work to install a completely new water supply, the old one being severely inadequate. The overhead wires will be removed and placed underground, with the shed and site extensively rewired.

The repair shed is to be extended outwards by some 10ft along the platform side, giving much needed storage space. A loft, similar to that in the C& W shed at Tenterden, will be constructed, incorporating a public viewing gallery reached from the platform.

The old wooden containers and collection of small buildings will be replaced this year in an effort to smarten the yard. The garden site was tidied up in December and has been used for track storage over the winter period; it will resume its rôle as locomotive/spares storage area once the trackwork has been reassembled. A new 1000 gallon fueltank has been built alongside the new signalbox, the brickwork mainly by Colin Edwards and Dave Green. A water column, previously at Grosmont on the North Yorkshire Moors Railway, is to be sited near the crossing gates, opposite the platform.

Thanks are due to all who have helped tidy up the yard, not an enviable task given the wet weather conditions; also to those who offered typewriters for use by the m.p.d. Finally, as always, more rags and waste oil are always needed.

Carriage and Wagon

The following coaches have been the subject of attention over the past few months.

No. 54 SR Maunsell BSO. It is good to report further progress for it was the subject of a mini blitz of work in December. The ceiling was fitted throughout with new panels and the interior completed ready for varnishing. The lavatory and adjacent end vestibule have been revarnished and the ceiling painted throughout. Damaged roof framework at the brake-end has been repaired and several new roof boards fitted. As weather conditions permit the interior will be completely revarnished. One-third of the seats have been sent to a contractor for retrimming in a red/black pattern material, the remainder will be dealt with during the spring.

No. 56 SR Maunsell CK Work commenced in November on its full restoration. The job is being carried out by staff employed on the Community Programme Scheme operated by the Manpower Services Commission and sponsored by the Railway; John Liddell is the project's team leader.

The vehicle's interior has been stripped out completely leaving only the compartment and corridor partitions which, unfortunately, has revealed large areas of dry rot. Two 1st Class compartments and a section of the corridor at one end have suffered badly and will require new partition timbers and sections of roof boarding. All the compartment panelling has been stripped of several layers of old varnish, refurbished and prepared for re-coating; the compartment sliding doors have received similar treatment.

The ceiling panels have been stripped out and attention is being given to the roof framing, many packing timbers of which need renewal, having broken or rotted. The seating has been put into store and eventually will be retrimmed in authentic pattern moquette.

On the exterior all the steel panelling has been discarded as it was life expired. This has revealed that virtually all the body frame brackets have corroded, which allowed the bodyside pillars to drop away from the main timber rail running the full length of the floor. Most of the bolts securing these backets had badly corroded and were removed with a lot of pursuasion from a hammer. The build-up of rust split the timber framing which is in the process of being repaired and rebuilt. The cantrails also show evidence of rot and rust damage. All the roof canvas and fittings have been removed as have the lavatory roof tanks; the removal of the latter has uncovered some damaged framing at one end, probably caused by some mishap in BR days.

The restoration work on No. 56 amounts to a complete rebuild and it will occupy the carriage shed for many months yet. When work is completed it will be virtually a new vehicle.

Prior to the Santa Specials the BR Mk.1 stock was steam heat tested which resulted in two coaches entering the workshop for attention:

No.63 BR Mk.1 TK A section of main steam pipe had corroded away and was renewed. At the same time, four compartments were fitted with seat units reupholstered in a new moquette of orange/black pattern. Two further compartments were refitted with good quality BR blue seating, thus seeing the end of the green patterned material which had worn very thin.

No.85 BR Mk.1 TO The Headcorn end bogie was run out to allow renewal of a section of main steam pipe below the lavatories.

No.87 BR Mk.1 CK As reported in the last

Lineside News this newly arrived coach entered the workshop over August Bank Holiday weekend. Two door skins were renewed and all doors adjusted to ease problems of sticking. One of the 3rd Class compartments was fitted with an original stretcher window; the woodwork was extensively decayed so a new standard window frame was fitted. Over 50% of the roof paint was flaking off, so the roof was stripped back completely to bare metal. primed, undercoated and finished in the now usual Pigeon Grey gloss. All the roof work and most of the bodywork was undertaken by members of the Community Programme Scheme who tackled the vehicle as a training exercise. It has been turned out in scarlet and cream livery, being placed in store in Tenterden Yard when shunted out of the workshop on 28 November; Easter will see its entry into service.

Several of the wagon fleet have also received attention recently, in particular-

No.134 Crane Match Wagon DS70003 This companion vehicle to the 10 ton Taylor & Hubbard steam crane was shunted into the workshop on 12 December for a full overhaul, having received no attention since it arrived

over five years ago. The bodywork and floor were in very poor condition, indeed potentially dangerous to staff. The timber floorboards, side and end bodyside boards were all completely renewed. The steel lockers and water tank which were fitted at one end were badly corroded and so were removed for scrap; these had not been used on the KESR and rarely in BR days. After maintenance to the vacuum brake and running gear, the wagon was repainted gloss black, with vellow lettering; it now carries the number DS70003 and "Match Wagon Crane DS451" in BR style. The jib rest roller is damaged but will be repaired on return to Rolvenden. The work was completed on 10 January.

Between Christmas and New Year's Day, three plank dropside open wagon No. 122 and SR four plank dropside No. 143 (S63013) were sent to Tenterden for repairs. Both received some new flooring, plus flap- and end-boards, as well as attention to brakes and running gear. No. 122 was repainted in dark grey with white KESR lettering.

Three new arrivals joined the wagon fleet on 9 January, being purchased from BR where all



Three-plank dropside wagon No 122, at Rolvenden, 2nd January 1988 (Stuart Phillips)

were surplus to requirements. Details are as follows-

Five Plank Dropside Open B483720, BR built Ashford in 1949 to lot 2051. 13 tons. Latterly based at Woking to transport C&W spares. Becomes KESR No. 153.

24 ton Ballast Hopper Wagon DB993620, BR *Dogfish* built Shildon in 1960 to lot 3255. Similar vehicle to No. 144 which arrived in 1984. Becomes KESR No. 154.

Five Plank Open S5916, SR built at Ashford in 1943. 13 tons. Finished on BR as Operating Dept. refuse wagon based at Dartford. Becomes KESR No. 155.

All three vehicles are vacuum braked and fitted with Oleo pneumatic buffers. On arrival the two open wagons were immediately pressed into service carrying spoil from the PW work at Rolvenden.

Recently a 4-ton crane, formerly at Hawkhurst station, has been acquired which is expected to be re-erected as a feature outside the workshop entrance.

Finally, thanks are due to Neil Johnson, Matthew Reeve and Keith Williams who between them have renovated two useful pieces of equipment. They have repaired and put new control wires into the Dept's electric jacks. Secondly, they have overhauled and rewired a mobile electric vacuum exhauster, which enables vehicles' brake gear to be tested without recourse to a locomotive.

Catering

December's Santa Specials required hard work from the catering staff to keep up with the demand for mulled cider and hot mince pies. In addition there were many customers seeking refreshment in the Buffet. Ideally ten staff were needed each operating day over the period although occasionally less people were available to help. In financial terms the last month of 1987 was highly successful, turning a shortfall of £1000 on budget at end-November into a year-end surplus of £500. Overall is it expected that turnover for the year will show a £4500 improvement on 1986.

During the closed season, when Ken Lee enjoys a well earned rest from cutting sandwiches, a new dishwashing machine is being installed in the kitchen, coupled with some tidying up and repositioning of shelves for greater convenience. It's not quite a case of burning the washing up cloths but it is hoped the new machine will reduce one chore considerably and make working in the kitchen more enjoyable.

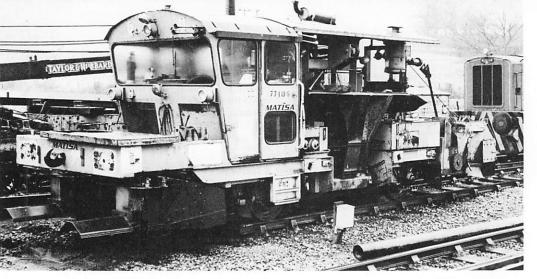
Clearance

In early December the Department completed its year's task of clearing the section of line between Wittersham Road and Newmill Bridge. The work was carried out to a very high standard, in fact rather more thorough than was originally intended! During 1987 52 different people have undertaken clearance work, over half being adult and the total includes ten new members.

Thousands of trees were damaged in the vicinity of the Railway in October's Storm. Fortunately, less than a dozen were destroyed on Railway property. The most noticeable loss was the 75 year old larch at the entrance to Tenterden Town station. Another notable casualty was the hawthorn bearing pink May blossom behind Tenterden signal box. Thanks to help from the Locomotive Department, the track was cleared of all debris on the Friday morning immediately after the storm and trains ran as usual on the Saturday. Two hundred vards of line remained closed at Hexden Bridge until telegraph poles were straightened up; large willows from the adjoining land had pushed them over.

Thanks are due to new member Derek Elvey for introducing the Hastings Voluntary Conservation Project, a body sponsored by the British Trust for Conservation Volunteers and funded by the Manpower Services Commission. They will undertake most of the forestry and clearance work at the East Sussex end of the Extension project — westwards from the Rother Bridge. They started work in January and up to 15 people will work on three days most weeks. This will enable the Clearance Department to check and tidy the rest of the Railway before starting its own work towards the Extension.

The line from Hexden Bridge to Northiam station was cleared in 1982/3 but a recent survey identifies a large work programme before the Department can commence track laying operations, let alone having the lineside ready for public view. Much "pioneering" work



The Matisa Ballast Regulator , built 1970, which arrived from Derby on 3rd October 1987 (Brian Stephenson)

has to be done and it is hoped to increase the 1987 number of helpers in 1988. The work is suitable for the whole family, young or old; please contact Allan Tebboth on Tenterden 3011 if you can help.

Extension News

By the end of January over £121,000 had been raised from the Bond Issue – a remarkable achievement in four months. The level of public support has been particularly encouraging, not only from our friends and neighbours in Tenterden but from all over the U.K. Framed Bonds are on sale in the shop at £30 and £105 and are proving popular gifts.

In early January, after prolonged discussions with the Planning Authorities, consent was finally received for new toilet and car parking facilities at Northiam. Planning for the extension is now entering its final phase and, depending on the outcome of our grant application, work is planned to start at Northiam in late April/early May.

Another part of the extension jigsaw fell into place recently when, through a generous donation from a Charitable Trust, the Company was able to acquire an attractive water tower from London Regional Transport, Upminster. Recovery and delivery to the Railway was completed in one day, on 20 January.

Does anyone know where a supply of concrete platform coping stones (SR/BR type) can be

obtained for re-use at Northiam? Also needed are some 150 yards of spiked or round top railway fencing. If you know of any sources, please advise the Extension Co-ordinator, Graham Pattison by telephoning 0892-38026 (evenings).

Marketing

Passenger figures for 1987 showed an increase for the sixth year running and broke records for the third year in succession, finishing up almost 15% ahead of 1986. This is ample proof that marketing strategy and overall improvements in visitor amenities are paying dividends. More visitors spending more money provides more revenue for departments to spend, not only upgrading existing facilities and assets but embarking on new ones. May this upward trend continue!

The higher visitor levels bring greater strain on volunteer resources, already overstretched in several areas and this is of concern. Future expansion will not be limited so much by finance or lack of visitors but through too few volunteers to carry out certain rôles. To this end, a limited number of part-time and casual staff will be employed during the summer months in toilet and carriage cleaning tasks and within the Catering Dept. Also, cleaning of the Wealden Pullman will be performed by casual staff, thereby releasing volunteers from this mundane task to run Pullman lunch trains. There is no way that the train could be turned around from evening dinner to luncheon the following day without some outside help.

Such has been the growth on the Commercial side that the Dept. has been split into two sections, each under a Director. Ken Lee heads the Commercial Activities team, embracing all static undertakings such as station catering, shop, site planning and schools' services. Commercial Operations, involving train running, come under the remit of Mark Toynbee and include the Wealden Pullman, on-train catering, ticket inspectors, booking clerks, Santa Specials, carriage cleaning and liaison with the traffic departments. In addition to day-to-day activities, a Commercial Planning Team has been formed to prepare and co-ordinate future policy.

The commercial budget looks for an overall increase in business of about 8% in 1988. This will be achieved through a blend of marketing initiatives and expansion of train services at peak times. Some extra trains are timetabled to relieve overcrowding on busy days. Ordinary fares will rise by just 4%, but the popular Family Super Saver ticket has been increased by a higher percentage since its price was set too low. The introduction of 1st Class on all trains, except Schools and Santa Specials, will provide additional revenue.

Schools' services are expanded from two to three days a week in June and July. To be a success, three or four new faces will be needed to meet each group and show them around. Education Officer Gerald Siviour has a small band of willing helpers but they will be unable to cope with an extra day each week. So if you can help on a day or two (or more) in this period please step forward and offer your services by writing to him c/o Tenterden Town station.

The popular, if controversial, Family Fun Weekend, sponsored by the Kent Messenger Newspaper Group will be repeated over the Easter holiday. Advance warning is given to all those who disapprove of fun castles, sideshows, Easter Egg Hunts and advertising signs from our sponsor to stay away for the weekend! Yes, we know it is blatantly commercial, but it does make a lot of money, gives a lot of pleasure, doesn't cost us a penny and is for just one weekend in the year!

Planning for the 1988 Santa Specials began in January while memories were still fresh. Ways are being sought to increase capacity to meet demand without losing the personal attention and happy atmosphere. Whatever solutions are

found, more volunteers will be needed, the thin red line was severely stretched sometimes last December. It is not too early to put your name down for a turn at "Santa-ing", "Pixieing", or "Snow Queening", or whatever takes your fancy – write to Chris Wood, Pixie in Chief, at Tenterden.

Educational Study Days

The Railway will be running Educational Study Days in June, July and September this year following the pattern described in the Winter 1987 issue of *The Tenterden Terrier*.

I would greatly appreciate the help of members in publicising the service by taking leaflets into their local schools or by giving them to friends and relatives concerned with education. Please contact me at Tenterden Town station and I will be glad to send as many leaflets as you are able to distribute.

Gerald Siviour Education Officer

Permanent Way & Civil Engineering

The winter work programme has centred on Rolvenden with the objectives of improving drainage and realignment of track so that the former kink beyond the platform end is eliminated. When completed the rails will run straight from the level crossing to the start of the passing loop which is being extended by approximately 50ft to accommodate five-coach trains without difficulty. The platform will be rebuilt to the new alignment and will be slightly longer.

In theory the exercise should be straightforward, in practice it has had all the makings of a nightmare. Being low lying, the water table is very close to the surface, filling the shallowest hole with water immediately. Also, there is no firm ground; the underlying material is alluvial silts but there is evidence of the site being built up with other materials. Undoubtedly the area was levelled prior to the station's opening in 1900 and the course of the Newmill stream diverted. The continuous rains throughout January turned the area into a sticky, muddy wasteland and at times the trackbed resembled a canal rather than a railway. The intention was to lay drains into a

16ft deep sump from where water would be pumped up and away. With the ground sodden and no frosts the trench would not maintain stability. Thus the plans were revised as the work proceeded resulting in shallower drains and the construction of an extra sump in the platform area. The site is being refilled with minestone in readiness for track relaying.

About a dozen volunteers have assisted with the work each weekend endeavouring to make order out of chaos. Special mention should be made of Poclain digger operator, Kevin Hickmott, who has had the unenviable job of excavating the site, loading waste material on to spoil wagons and then taking it off again in the vicinity of Hexden Bridge. Kevin's skilful handling of his digger makes the task appear easy, which assuredly it is not!

Other work being undertaken includes a new siding on the Tenterden side of Rolvenden level crossing; point work was laid in during January and it is expected the siding will be used to store the Railway's steam cranes. Work to be undertaken includes replacement of the pointwork outside Tenterden signal box and the abolition of the points from the platform loop at Wittersham Road into the PW sidings; the latter will be replaced by a new turnout from the running line, in the vicinity of the up advanced signal, leading to a remodelled layout within the PW depôt.

The Department has purchased for £850 a Matisa Ballast Regulator, built in 1970, which arrived from Derby on 3 October 1987. It has undergone a thorough overhaul and is expected to be tested within a few weeks. Its function is to move ballast into the correct position around sleepers ready for tamping and to clean up the tamped area afterwards, both previously labour intensive jobs for men with shovels. A hired tamping machine will work over the Railway in late Spring.

Colonel Stephens' Railway Shop

The shop has shown a 35% increase in sales in 1987 compared with the previous year, an excellent achievement: this was despite being closed for the first three months and without any special events on the Railway. A Sunday in December saw record takings for one day of just under £1200. These results are largely thanks to the hard work of the buyers, the shop volunteers and, during the height of the season, the efforts of Graham Hukins and Ken Lee.

The sometimes criticised new shop layout has helped, although there remains much to be done to improve matters further. Before Easter a window will be opened up on the platform side for natural light, with shuttering for security, whilst the remaining strip lighting will be replaced by lamps more in keeping. Poor ticketing/pricing and a cramped display area where better items cannot be shown off to advantage are two aspects due for improvement in 1988.

An attempt was made last year to broaden the range of goods for sale. First prize had to go to Lorna Johnson's wooden hand-painted engine nameplates – these were an absolute winner, even with adults. The schools' services and Santa trains have shown that Thomas the Tank Engine and the Railway's own branded souvenirs have great appeal, whilst the daily August service showed that quality souvenirs and gifts also sell well to visitors. Dave Mann has handled the complex and sometimes fickle book and video trade, which remains a very large part of the shop's business.

1987 is going to be a difficult year to follow and tough financial targets have been set for the coming season. Past lessons have been learnt. It is known that many of our visitors have been to the Railway before and they don't wish to see the same old stock year after year. Also the display needs to be constantly changed, especially to match the predominant business of that part of the season.

Lacking for several years now has been a Guide to the Railway. This serious deficiency is being rectified with a new edition, hopefully ready by Easter matching the Stockbook.

More volunteers are encouraged to work in the shop. Two people are needed each day, three on peak days. A minor point but good for the Railway's image—it is hoped that all shop staff will wear the KESR members' pullover when on duty. Two or three jumpers will be available on loan for the infrequent or new volunteer.

Signals & Telegraph

In October's Storm all overhead telegraph wires were brought down by the high winds and fallen trees at Tenterden home signals, Haystacks Crossing, Pope's Cottage and Hexden Bridge. In addition numerous other wires were broken or badly stretched. Chris Lowry, Clive Norman and helpers managed to

restore telephone communication between Tenterden and Wittersham Road by 25 October and the token system in early November – a magnificent effort. There were two further complete breaks between Hexden Bridge and Northiam.

In mid-December, in conjunction with Dave Stubbs and members of the Building Dept., the lever frame was craned on to its supports in the Rolvenden signal box locking room. In early January the operating floor joists were fitted. It is expected that the box's timber upper part will be erected during the winter months. The S&T Dept. is awaiting the completion of the box structure and civil engineering and PW work at Rolvenden before recommencing further installation work on site.

New floodlights have been installed by Nick Wellington to illuminate Rolvenden level crossing in order to improve operating safety. During the autumn new reflective Stop Boards and Advance Warning Boards were installed to protect the crossings at Cranbrook Road, Rolvenden and Wittersham Road. At the first two crossings these have replaced boards erected in 1973. Also in the autumn the Stop Board mounted on a lamp post on Tenterden platform was replaced by Graeme Richards with an oil lit type, complete with maintenance ladder.

Thanks are due to Roger Ball who, for the second time, has completely rebuilt and repainted to a very high standard the platelayers trolley belonging to the Dept.

The Wealden Pullman

In all 51 services were operated in 1987, including charters and the New Year Eve's Hogmanay Special – a record and a considerable achievement for Manager Richard Osborn, Head Chef Peter Broyd and all concerned in running the Pullman. Ian Allen Ltd launched its *Pullman – Travelling in Style* book at a lunch party on a charter Pullman; in his *Plaintrack* column in *Railway World*, Mr Allan paid a handsome compliment to their efforts, as follows –

"....what a super feast of food and wine they laid on. Far better than Pullman does now or probably ever did, even down to the golden croutons and locally-produced Wealden wine. Apart from the general ambience of the train and the excellence of the fare, was the quite

extraordinary panache of the waiting staff, all of whom had been seen earlier in less salubrious clothing doing all sorts of diverse railway jobs....."

The Pullman's reputation for high standards is widely known and the demand for seats remains as high as ever. By the end of January all the 1988 season's Saturday night trains were virtually fully booked: the first train runs on 9 April. In addition there are eight planned charters on Friday evenings.

This year sees the introduction of public Pullman trains running during the day. On various dates 12 luncheon specials will operate, three-course meals being served, and the same number of afternoon tea services. Word has yet to get around about these trains, so if you wish to book it would be wise to do so quickly — contact John Summersell on Headcorn 891393 for details.

1988 policy will be to build on past experience. Small changes planned include new leaflets and redesigned menu cards.

Finally, Richard Osborn is seeking someone to take on responsibility for food ordering, a job vital to the success of the operation. Should this be of interest, and it could be done from home, please contact him on Maidstone 62119.

News from Area Groups

Steve Armstrong has assumed responsibility as External Events Co-ordinator and would like to hear from Group Secretaries (or anyone else) planning to represent the Railway at Shows, Exhibitions, Galas, etc. He can be contacted at 26, St. Banks Street, Sittingbourne, Kent ME10 2LA (telephone 0795 74685)

Ashford. Ashford Area Group has now raised over £1200 towards the restoration costs of the LCDR carriage bodies. The next fund raising activity is the Group's 12th Annual Model Railway Exhibition on Saturday 12 March at The Centrepiece, Bank Street.

Another coach body, located in a garden in Ashford, consists of an early SECR Birdcage, but regrettably is now in a very poor condition. However, the owner's permission has been obtained to take away any useful parts which will be done when the weather improves.

Ashford Group meetings are held on the third



Water tower from London Regional Transport, Upminster, which arrived on 20th January 1988, in store at Wittersham Road, 23rd January 1988 (Brian Stephenson)

Wednesday in the month at the British Rail Social Club, Beaver Road, Ashford and all visitors are welcome. Telephone Eric Graves, Ashford 23687, for a programme of 1988 meetings.

Croydon & Sutton. The year commenced with a splendid talk by Group member and Rolvenden volunteer John Clark entitled "A Rat's eye view on Preservation – or the side the public do not see". Illustrated by his own slides, John's talk was very well received and showed various aspects of preservation work needed to keep the wheels turning. A full programme is promised in 1988 and meetings will continue

to be held on the last Tuesday of each month at the BR Staff Association Club adjacent to East Croydon Station. However, visitors should beware! The former three story staircase from platform level to the club premises have been demolished; access is now via the former weighbridge in Dingwall Road. Programme details from Alan Sinclair, 01-777 8025.

The Group is pleased to be involved with the acquisition of a caravan for use at outdoor events [see below]. Finally, it is hoped that work will soon recommence on the restoration of the GER 6-wheel centre brake third coach, now over 100 years old; volunteers are sought to

work on the vehicle at Tenterden.

Maidstone. Common problems experienced by Area Groups attending events have been lack of staff on occasions and adequate protection from the elements. Representatives of all Groups met at the end of last year and the successful outcome is the forthcoming purchase of a caravan, to be funded by the Groups together with a donation by the Board. Also, it is planned to pool volunteers should any event be under-manned. As a result of KESR's appearance at outside events should become more professional and at the same time shelter will be available for those inevitable rainy days.

The Maidstone Area Group is pleased to have played a major rôle in instigating the meetings and the caravan's purchase, and have made a £200 donation towards the cost.

The sale of waste paper continues to help towards funding various items of equipment. A staggering 559 tonnes have been handled since the collection scheme started and it is good to note that sale price has risen, albeit only slightly, over the past few months. The Group has purchased a ballast wagon for £700 to assist with track relaying and has agreed to fund the difference between a Tourist Board grant and the final cost of overhauling the former bus station clock. An announcement of the Group's involvement in a long-term project towards the Extension is expected soon—details in the next issue of *The Tenterden Terrier*.

Group meetings continue at the Kimberly Clark Social Club in Tonbridge Road, Maidstone on the last Wednesday in each month; for programme, telephone Paul Gray on 0622 677587.

Sussex. The second half of 1987 proved as busy and successful as the first. The Group attended Hellingly Festival of Transport (where the sun shone!), BR Electrification weekend at East Grinstead and Eastbourne Model Railway Exhibition. Information and a sales stand were taken to Northiam Village Fête where much interest was shown, a good omen for the future.

Meetings have been well attended and have covered a variety of topics including a talk on the former funeral trains to Brookwood Necropolis. The year ended with the Group's AGM, a healthy increase in reserves being reported, and a slide show of Austrian railways.

For details of the 1988 programme contact Tim Lawrence on 0323 845108.

Work has continued at Northiam. The donation by the Eastbourne Historic Vehicle, Trust (reported in *The Tenterden Terrier*, No.43) was presented in December and it is expected to commence work on the former Robertsbridge station footbridge in April when space at Rolvenden becomes available. Regular working parties are held on the last Sunday each month.

Thameside. The Group played a major part in the recovery of track materials from Southfleet, being the "local" volunteers. Many members took time off work midweek to help. Mention must be made of Kevin & Sue Jarvis whose home became a hostel for Permanent Way men – Sue is still trying to remove the tide mark from around her bath! Everybody enjoyed themselves enormously and now look forward (?) to relaying all the material.

During the winter season Thameside muscle power is being used to assist the PW Dept. with its major work programme.

1987 saw a very varied series of meetings concluding with a 'Cheese & Wine' evening for members and their "better halves": Thanks are due to Kevin & Sue for an excellent evening and to Andy Webb for arranging the year's meetings. The 1988 programme promises to be interesting too and details of the Group's activities can be obtained from the secretary, Sue Jarvis on Dartford (0322) 54201.

Recently the Group has made donations to two projects. £200 has gone towards the purchase of the sales caravan, mentioned previously – Thameside expect to get their money's worth from it this summer – and £350 has been put towards a wagon needed by the PW Dept for work on the Northiam Extension. Rumour has it that the Group's committee took advantage of the season of goodwill to persuade the treasurer to part with such a large amount!!

Weald. Recently the Group has agreed to fund the rebuilding of Wadhurst signal box and to assist with its re-erection at Northiam. It is anticipated that the brick base will be constructed at the same time as the platform facings. Details of the Group's activities from Clive Norman on 0892 22532.

Book Reviews

STEAMING THROUGH WEST SUSSEX by Peter Hay, published by the Middleton Press, price £6.95, containing 121 photographs, map and introductory texts

This latest addition to the highly regarded titles in the Middleton Press series is a companion volume to Steaming Through East Sussex, the county being divided at the London to Brighton main line. Some of the subject matter has been included in other Middleton Press books, but the photographs are all new, which is an indication of the sheer volume of excellent photographic material that is still available for publication. There is a small descriptive map at the front of the book, which is just about decipherable with the aid of a magnifying glass. Branch lines include the Midhurst lines, Christ's Hospital to Horsham and Shoreham and the quaint rail motor service between Brighton and the Dyke (now known as Devil's Dyke) and a remote beauty spot on the Downs, which boasted a service even on Christmas Day and on which the Southern experimented with a Sentinal steam railcar in 1933, in order to reduce expenses. Elsewhere in the book. oddities include an inscribed sandstone tablet above the down platform at Balcombe to commemorate the strike of L.B.S.C.R. drivers

on 26th March 1867. Is it still there today?

SUSSEX RAILWAYS REMEMBERED by Leslie Oppitz, published by Countryside Books, price £9.95, containing 121 pages of text, liberally illustrated by photographs.

Leslie Oppitz's book is a personal anthology of rural railways in Sussex which are now closed, save for the Kent & East Sussex and Bluebell lines, parts of which survive under private ownership. The author explains the history of these lines including the reasons for their construction and closure. The book is copiously illustrated with many hitherto unpublished photographs, including a number taken recently of the derelict lineside and station sites. There are a number of clearly drawn diagrams showing track layouts and their position in the Southern Railway network. Some of the photographs lack clarity, which is probably attributable to the quality of printing, but the book is a valuable compendium, particularly for those enthusiasts who enjoy exploring closed lines for themselves. For Colonel Stephens enthusiasts, both the Selsey Tramway and Rye & Camber lines are included, as well as the K&E.S.R.

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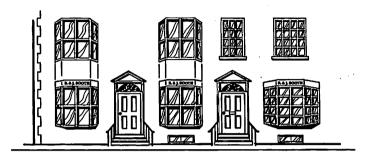
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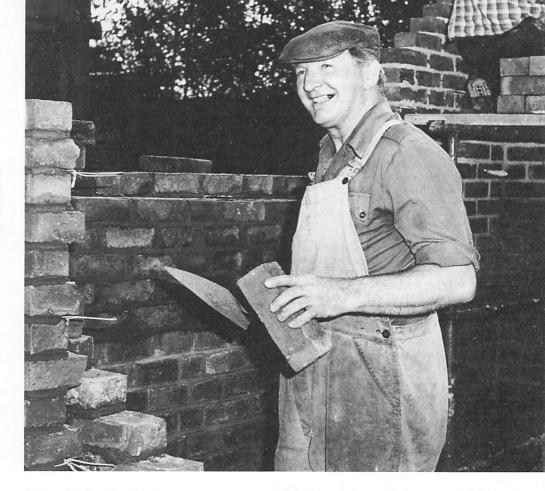
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People in Profile

11: Colin Edwards

Colin Edwards came across the Kent & East Sussex Railway in 1964 whilst out with his family. At that time, the late Charlie Kentsley was in charge of the limited activity on the Rolvenden site and the voluntary workers were limited to a few well known names, including Derek Dunlavey, Chris Lowry and Andrew and Malcolm Webb. Being a keen railway modeller, Colin Edwards was attracted to the opportunity of working on full size locomotives and in 1973 became one of the first drivers to be passed out under the new management, soon after services resumed.

eight years, a civilian instructional officer in printing at Maidstone prison, he has worked in the Company's own printshop at Northiam and is currently Chairman of the Maidstone Area Group. In Brian Stephenson's portraiture, he is lending a hand on the new signal box at Rolvenden; the photographer in action when he was on the footplate of number 19, the Norwegian Mogul, has not been recorded, but the date is 1976; let us hope that this shot can be repeated, when the locomotive returns to service next year.

interests. A printer by training, and for the last

Whilst driving is his first love, Colin has other

P.D.S.

Rolvenden Diesel Power

Mike Grimwood and Neil Rose describe the Railway's present extensive fleet of diesel locomotives

The KESR is not just a steam railway. Diesel traction fulfils a vital role in day-to-day operations and will be essential for the Northiam extension project. When a steam locomotive is used two to three hours of preparation time is needed and coal to the value of £40 to £50 is burnt before a wheel is turned. The great advantage of a diesel locomotive is that it can be shut down when not working and started immediately when required.

Although the KESR has maintained a small fleet of diesels for many years it has suffered periods of unreliability and at times it has been necessary to steam a locomotive whenever a works train or a shunting movement was needed. This proved extemely wasteful in terms of time and resources. Recently efforts have been made to address this problem by providing a diesel fleet capable of meeting the Railway's increasing operational needs. A requirement for six locomotives has been

identified, being summarised as follows:-

- Offpeak passenger services, especially the first train of the day/Tenterden shunter/Emergency standby in event of a steam locomotive failure
- Permanent Way Dept. trains
- Rolvenden Yard shunter
- Wittersham Road Depôt shunter
- Maintenance spare
- Undergoing major overhaul

Of these at least three are required to be vacuum fitted and capable of operating at line speed. Currently the diesel fleet strength is nine locomotives, four arrivals over the past year being offset by one departure. Numbers may exceed requirements but it has been thought prudent to acquire suitable machines whilst they remain available. At least one diesel locomotive can be found in operation along the line most weekends and very often midweek. Details of each locomotive follow.

No.40 BTH Diesel-Electric ("The Ford")

Built: Engine: British Thomson Houston Company Ltd 1932 Allen 6SR27, 150hp (nominal) at 550rpm

Traction generator:

340volt/95Kw BTH type DS14-W

Wheel arrangement:

Bo+Bo 44 tons

Weight: Tractive effort:

(Starting) 24,000lb maximum (Continuous) 6,200 lb at 6mph

Maximum speed:

To KESR:

35 mph July 1966

The history of the 55 year old bogie locomotive, originally built for the Ford Motor Co at Dagenham, is given in the *Stockbook* and its ten-year rebuild described in various issues of *The Tenterden Terrier* (in particular Nos.28-29). Problems experienced in 1986 with the springing have been cured, enabling the recommissioning programme to continue through 1987. Repainting into Oxford Blue has been completed but lining out is awaited.

No.40 has been used on works trains, as Tenterden pilot this winter and as banker for passenger trains. It is fitted with a vacuum exhauster so can deputise for a steam engine should the need arise; however, as a Class 1 locomotive it is restricted to two coach trains and its low speed on gradients would make

KESR Class 1

Diameter: 3ft 2in

timekeeping difficult. No.40 is of considerable historic interest, being an extremely early example of industrial diesel-electric traction. On permanent loan to the Railway.

No.41 Ruston 150hp Diesel-Electric ("Yorkie")

Built: Ruston & Hornsby, Lincoln 1958 (No.423661)

Engine: Ruston 6VPHL 150bhp at 1250rpm

Transmission: Diesel electric by British Thomson Houston

Wheel arrangement: 0 - 4 - 0Diameter: 3ft 21/2ins

Weight: 28 tons

Tractive effort: 16700 lbs maximum (equivalent to starting

150 tons up 1 in 30 gradient)

To KESR April 1987 KESR Class 1

A new arrival in the past year, coming to Rolvenden from Rowntree Mackintosh in York where it is believed to have spent all its industrial working life. It still carries the extremely smart livery and number (No.1) of its former owners, hence its nickname. Its mechanical condition is fair, evidencing previous hard usage. After modest repairs it was placed into service soon after arrival and

has seen regular employment on permanent way duties. It is expected to become the regular shunter at Wittersham Road or Rolvenden, working on a rota basis with No.43. Donated to the Railway by its former owners, the new No.41 has taken the place of Robert Stephenson & Hawthorns 0-4-0 diesel-hydraulic Baglan which saw service on the KÉSR from 1977 to 1984.

No.42 Hunslet 204hp Diesel-Mechanical ("Dalek")

Built: Hunslet Engine Co., Leeds 1948 (No.4208)

Engine: Gardner 8L3 diesel 204bhp at 1200rpm

Transmission: Hunslet four speed crash gearbox

Wheel arrangement: Diameter: 3ft 4in

Weight: 313/4 tons

14,5001bs maximum Tractive effort:

To KESR January 1978 KESR Class 1

Diameter: 3ft 3ins

This locomotive is accustomed to heavy shunting duties. When new it went to John Summers' steelworks in Flintshire and later was sold to Tunnel Cement for work at Pitstone. near Ivinghoe, Buckinghamshire; upon withdrawal it was sold to the KESR.

A powerful machine containing a rugged Gardner engine, it provided several years of useful service before a side rod was damaged in 1984. This was subsequently straightened but it was then discovered that the middle axle had also been damaged. A new wheelset has been obtained and awaits fitting when shed space and labour are available. After No.40 it is the oldest machine in the diesel fleet yet its simple but robust design means that it is quite likely to survive all the other locomotives. It is privately owned.

No.43 Drewry 150hp Diesel-Mechanical Titan

Vulcan Foundry Ltd, Newton-le-Willows 1951 Built:

(Works No.D140) [The Drewry Car Co Ltd No 2274]

Engine: Gardner 6L3 diesel 150bhp at 1200rpm Transmission:

Hydraulic coupling, Wilson CA4 epicyclic

gearbox, RF11 reverse and final drive

Wheel arrangement:

ī

Weight: approx 25 tons

Tractive effort: To be established To KESŔ November 1987

KESR Class 1

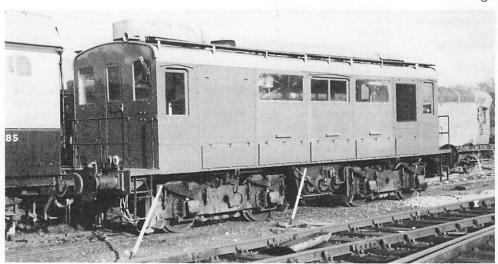
This is the Railway's newest diesel, arriving from Northfleet. It is believed to have spent its industrial working life at Hoo on the Isle of Grain. It had spent three years out of service and was due for the cutter's torch when

rescued. It is now owned privately. At present it is turned out in yellow, its working livery, but is likely to be painted green before too long; it carries its former name Titan.

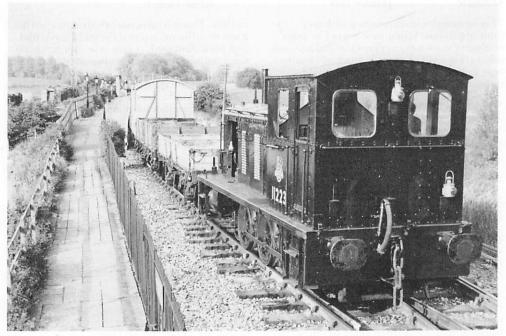
Continued on page 26

Rolvenden D

Photographed



B.T.H. diesel Bo + Bo, KESR No 40, at Tenterden, 24th January 1988



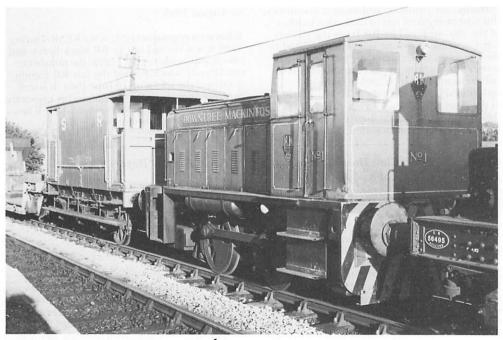
Class 04, KESR No 45, in B.R.livery No 11223, at Wittersham Road, 15th June 1986

iesel Power

by Neil Rose



Ex B.R. class 14's at Rolvenden. (further) B.R. D9525/N.C.B. 507/KESR 49. (nearer) B.R. D9504/NCB506/KESR 48



Ruston 0-4-0, KESR No 41, at Wittersham Road, 11th October 1987

This Drewry is very similar to its larger brother (No.45). It was largely restored before arrival; after attention to cure some minor mechanical faults, it first saw service on the KESR immediately after Christmas 1987 and very quickly made a favourable impression. It is in good order and is expected to share shunting duties with No.41.

For a couple of months the Railway had its own duplicate locomotive list, for No.43 was also

carried by a Fowler diesel hydraulic 0-4-0 (No 4220031 of 1964) which had arrived from Shell in 1979. This provided useful motive power but with a view to standardising on equipment whenever possible, it was decided to dispose of it in 1984. The ailing fortunes elsewhere in the diesel fleet saw its temporary reprieve and continued use. It was sold, however, in 1987 and left Rolvenden for a temporary home in Berkshire at the end of January.

[No. 44] This number was carried by AC Cars Ltd railbus of 1958 (W79978) which spent fours years on the KESR (1980/84).

No.45 BR 04 Class 204hp Diesel-Mechanical ("Charity")

Built: Vulcan Foundry Ltd, Newton-le-Willows 1953

(Works No.D212) [The Drewry Car Co Ltd

No.2486]

Engine: Gardner 8L3 diesel 204 bhp at 1200rpm Transmission:

Hydraulic coupling, Wilson CA5 epicyclic gearbox, Type RF11 reverse and final drive

Wheel arrangement: 0-6-0 Diameter 3ft 3in

Weight: 301/4 tons Tractive effort:

16,850lbs maximum To KESR August 1983 **KESR Class 1**

Intended for shunting and branch line duties, this is an example of one of the earlier batches of the class ordered by BR from the Drewry Car Co. It has only one side window fitted to the cab and smaller diameter wheels. In BR service this locomotive was numbered 11106, later renumbered to D2205. Following withdrawal from Thornaby in 1969 it was sold to the Tees & Hartlepool Port Authority (Middlesbrough Docks) where it became THPA No.6. It arrived at Rolvenden from Tees-side

in August 1983.

It has seen regular service on the KESR. During 1986 it was turned out in BR black livery and now masquerades as BR 11223, the number of the Drewry which hauled the last BR freight train over the KESR on 10 June 1961. It is well overdue for a major overhaul and is presently confined to working at Rolvenden where it acts as Yard shunter. Owned by the Railway.

Nos.46 & 47 BR 03 Class Diesel-Mechanical (No.46 "Faith", No.47 "Hope")

Built: BR Swindon Works 1958

Engine: Gardner 8L3 diesel 204bhp at 1200rpm

Transmission: As No.45

Wheel arrangement: 0-6-0 Diameter 3ft 7in

Weight: 31 tons

Tractive effort: 15,300lbs maximum

To KESŘ August 1983 (46), September 1983 (47) **KESR Class1**

In 1957 BR introduced a standard version of the diesel-mechanical shunting locomotive design, previously ordered from outside contractors. The well-proven Gardner engine was chosen and the design was very similar to that of the Drewry Car Co in its final form, with 3ft 7in diameter wheels. In all 230 were built

and the two examples now on the Railway were consecutively numbered D2023 and D2024. They were both withdrawn by BR at Lincoln in 1971, moving to Middlesbrough a year later where they became THPA Nos.5 and 4. In 1980 they moved to Grangetown, coming south to the KESR three years later.

No.46 (not No.47 as has been recorded previously) is currently the subject of a major overhaul within Rolvenden shed. Restoration work has included the complete refurbishing of the gearbox. It is anticipated that No.46 will be in service during 1988, appearing bearing the BR crest and numbered D2023; livery will be a shade of middle-green. It will be vacuum

fitted and is likely to be regularly employed as Tenterden Pilot.

No.47 awaits restoration in the longer term. It arrived without its compressor and generator but replacements have been obtained.

Nos.48 & 49 BR Type 1, Class 14 Diesel-Hydraulic

Built: BR Swindon Works 1964(48), 1965(49)
Engine: Paxman "Ventura" 6YJXL, 6 cylinder with

Napier turbo-charger 650bhp at 1500rpm

Transmission: Voith L217U hydraulic transmission consisting

of two torque converters in series with fluid coupling; Hunslet triple reduction and reverse

gearbox

Wheel arrangement: 0-6-0 Diameter: 4ft 0ins

Weight: 50 tons Speed: 40mph maximum

Tractive effort: 30,910lbs maximum October 1987

56 of these Swindon-built centre-cab Type 1 0-6-0 locomotives were introduced in 1964 to work primarily on shunting duties but were also intended for local freight and transfer trip workings. This was the Beeching era and even as they were being built the duties for which they were intended were rapidly disappearing. Thus they saw only two or three years' BR service where they were nicknamed "Teddy bears". Upon withdrawal by BR they were readily purchased and continued to enjoy a much longer lease of life in industrial use.

The two recent arrivals at Rolvenden have had similar lives. Both were built within the same batch (Swindon Lot No.456 of June 1964) and their BR numbers were D9504 and D9525 respectively. They saw service at Bristol Bath Road and later at Hull Dairycoates but by December 1966, after just two years service, D9504 was in store at Worcester, D9525 followed in June 1967. Both were condemned on 1 April 1968 but were sold by BR Doncaster to the North Eastern Area of the National Coal Board, arriving at NCB Lambton Colliery, Co Durham in November 1968. They received their NCB numbers of 506 and 507, respectively, in August 1969. In NCB service they have worked about the North East-

No.506 to Bolden (2/74), Backworth (12/74), Bolden (2/75), Ashington (79). [BR D9504/NCB 506/KESR 48]

No.507 to Bolden (3/75), Ashington (5/75),

KESR Class 2

Lynemouth (10/75), Backworth (12/75), Ashington (79). [BR D9525/NCB 507/KESR 49]

No.506 is believed to have stood out of service at Ashington for three years, Surprisingly, it then received a heavy overhaul, the last Class 14 to do so, and was promptly withdrawn! No.507 was also withdrawn early in 1987 when British Coal laid aside its remaining nine Class 14s at Ashington; all have been bought for preservation.

Both KESR locomotives were found to be in mechanically excellent condition although, regrettably, shortly before delivery, their radiators were stolen (as were all the others). A replacement set has been obtained and fitted to No.48 which was started for the first time on 20 January. An exhauster will be fitted, and in time to No.49, so that passenger trains can be hauled. For the present they will carry the livery from their coal industry days but it is thought that ultimately one will appear in BR two-tone green, the other in maroon. Privately owned.

They are much more powerful than any other diesel locomotive in the KESR fleet and will be capable of working heavy works trains or may well be used on early passenger duties. They will not be employed indiscriminately, only as justified by the weight of the train to be hauled.

Tickets Please!

An analysis of passengers carried in 1987

1987 was one of the most successful seasons the railway has ever seen. Passenger numbers using our basic services rose by 15% to a record 59302, but more importantly, the average number of fare paying carried per train rose from 84 to 94, a statistic that has hitherto remained virtually unchanged for a number of years. The season was marked by a sharp increase in the early weeks, despite a reduction in operating days in order to allow more time for track renovation work; it concluded with a 28% increase in the santa special trains. There was a 3000 increase in the adult party fares, as a result of substantially higher coach and travel company business. Fare revenues were up almost exactly in line with the increase in numbers carried.

Last year, the decision was taken to introduce

a barrier system at Tenterden and to charge a 10p entry fee to the site, subject to full refund if the visitor decided subsequently to travel on the trains. This attracted no less than 15,7000 people, with 600 refunds. This highlights the growing attraction of Tenterden Town station, particularly since the opening of the buffet and plans are afoot to install a photographic and video display area in the study centre building in time for the 1988 season. Fares are to remain unchanged for the third year running in 1988, which will mean that the Railway is very keenly priced compared with other similar leisure attractions. Numbers will have to rise steeply once again if we are to generate sufficient income to meet our ambitious targets for refurbishments and improvements.

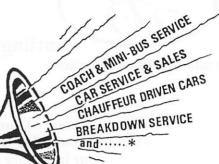
John Emmott/Philip Shaw

		1986				1987		
	OP Days	Trains	Passengers	Av Train	OP Days	Trains	Passengers	Av Train
March/April	12	50	3679	74	. 7	40	5209	130
May	12	59	4601	<u>78</u>	15	78	6597	85
June	17	82	6290	77	16	84	5926	71
July	20	98	8786	90	21	104	9503	91
August	31	157	12894	82	31	163	14487	89
September	14	63	4027	64	14	61	4232	69
October	11	37	1898	51	11	41	1798	44
November	7	21	947	45	6	18	975	54
Dec/Jan	_12	42	8245	196		44	10575	240
Basic Services	136	609	51367	84	132	633	59302	94
Wealden Pullman Charters/Specials		42	2835 222	67 74		41 9	2835 583	69 65
Privileges & Passes		654	54424 2946	8083		683	62720 2818	92
Totals		654	57370	8588		683	65538	96
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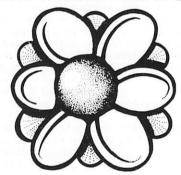
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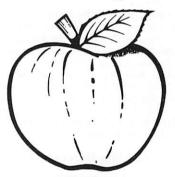
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Matters of Identity

Not long ago I was walking through Salisbury and I passed a row of dustbins waiting for the cart. From one, a photographic negative had spilt. I stooped and picked it up, but was too embarrassed to rifle through the bin to see if there were any more. On examining it, I found it was a picture of a small paddle steamer discharging passengers on to a beach; I recognised it as Lulworth Cove in Dorset, as I know it well. I only mention this to illustrate the fact that almost all photographs of ships, railways or anything get thrown away. The famous railway photographers leave theirs to museums and societies, but for the mere dabblers or people who take the odd train or bus while on holiday, or even the local stationer who has some views of the station for sale—the end is the dustbin.

This is a pity, because the regular photographers tended until recently to photograph only trains like the Flying Scotsman, whereas the Box Brownie man or woman took anything that caught their fancy. The picture here reproduced was not of a Rother Valley Railway train, but of some old ladies on a day out. A print often survives long after the negative has gone, but by that time it is divorced from its 'where, what, when', and no track back to the taker.

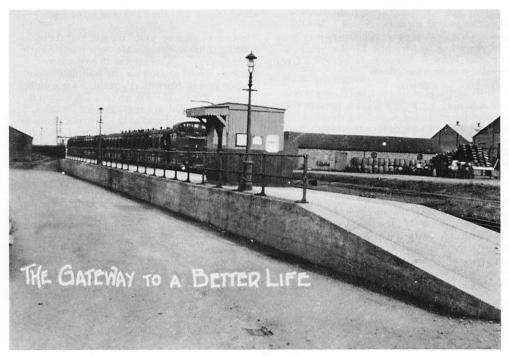
Examining these little finds to answer the

three queries can be fascinating, but can lead to unexpected results. Recently I noted in a published book a photograph of a train at Birchinlee Village station on the Bamford & Howden reservoir railway, captioned 'an excursion train on the London Brighton & South Coast Railway'. I took the trouble to contact the author to see how this happened, being interested that a writer on transport could not tell the difference between a Peckett O /4/ OST and a Marsh Atlantic. "Well" he replied "I could see that the engine was named 'Buller', and I looked up the books and the only railway I could find with an engine of that name was the LBSCR". How, you may ask, did I recognise it; because I could see that the first carriage was an ex-Mersey Railway one, and of the few people who bought carriages from the Mersey Tunnel when it was electrified, only the Derwent Water Board had an engine called 'Buller'. Mind you, the complete interpretation of such views is not easy. As the photocard publisher had written 'Off for the Holidays'on the negative, and the engine was rosetted, it would suggest Wakes Week-but very few of the 700 inhabitants of the hutted Birchinlee Village seem to be present.

Some photographs end up keeping their secrets. I got hold of a card showing a private station with nobody about and some old Great Northern carriages in the platform. The



No question about what, but where is it Northiam?



The "What, when and where" all are missing on this one. The stock is ex-G.N.R. and it could be R.A.F. Cranwell, but no one seems to know

photographer had written on the negative 'The gateway to a better life'. I pondered all the camp railways I knew; the Cranwell RAF line certainly had some ex-GNR carriages—but if it was in World War One days, it would only be a gateway to a better death than the trenches. Anyway, did the gate open for people coming or going; perhaps a civilian internment camp? There were some notices, but just too blurred to be readable. I have had it ten years, but some day the answers will come.

A lot of strayed photographs are of stations, and these are hard to place unless there is a train there. It helps if the sun was out, as one can at least orientate it. Hills in the background too; not all hills are the Wrekin, but most can be placed if compared with other views, unless some idiot has clothed them with conifers. Even humbler things can be useful; if one could not already recognise the foot of Coombe Row incline, West Somerset Mineral Railway, one could never mistake the vegetable patch on the left, and the growth of the Brussels sprouts can put a month to the date.

Most photographs contain an overbridge and a church steeple, and a bit of juggling with a map can prove whether one's guess is right. Exteriors often show a bus or a cab, and reference to a 'crib' of registration numbers can indicate what part of the country we are in. The most difficult thing is a photograph of a part of a large station; suprisingly, you can take a photo of a big station without including any nameboards or local estate agents' posters. Annoyance is often compounded when in the background in large letters is 'Royal Hotel'—yes, but where? Beware partly obscured notices; the word Dartford on a pub does not mean it is at Dartford, only that they served Dartford Ales.

Some odd prints have things written on the back, but again one must be careful, because often they are just surmises by someone who has had the print before; for example I got one with Bordon Camp station written on the back, and it was a good guess, but in fact it was Netley Hospital station.

Similarly, personal recollections are suspect;

not long ago someone through the *Railway Magazine* sought identification of a derelict coach. One Person who replied was precise; it had been built by his uncle for the Swansea Harbour Trust Railway—in fact it was a Great Northern inspection saloon.

Identifying the place is good, but dating it as well is better. Again, if a train is present there is no problem. If not, signalling developments may give a guide. One cannot always be as lucky as recently when I was given a photo of a carriage built in 1899 coupled to a loco sold in 1900!

The strangest things can happen; I was rummaging through a pile of rather poor negatives of Tal-y-Llyn and Festiniog subjects, all $2\frac{1}{2} \times 3\frac{1}{2}$. A few could be dated by events to two particular years. Then I noticed that some of them had the picture image some 2mm deeper than others; the chap had changed his camera between those two years, and so I could

divide them into the early and later visit.

How many photographs are still 'out there' waiting to be discovered or destroyed? Nearly seventy years ago an engine driver was photographed smiling on the footplate of an engine called 'Northfleet', at the Swanscombe Cement Works. He was given a print, and it must have stayed in his pocket for decades, getting dog-eared and yellow. How it came to me I cannot now recall, but it was of one of a very few locos which had their flanges on the outside of the wheels.. It was just one item blown along in the wind of time which ended up somewhere other than the refuse tip; one can only be thankful that some do-and hope that nobody at this moment is putting in a dustbin a photograph of the KESR Pickering steamcar actually working.

R. W. KIDNER

(Photographs are from the author's collection)



Mistaken identity; this train at Birchinlee Village station on the Bamford & Howden Reservoir Railway, was captioned "an excursion to Brighton" in one book

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Rural Rails to Gravesend

Norman Johnson describes the history of a line which has proved to be a valuable source of track materials



K.E.S.R. members dismantling track at the Southfleet station site in January 1988.

(Norman Johnson)

"Come and help recover rail from two miles of the old Gravesend West branch for use on the K&ESR. Be at Southfleet station site from dawn 'til dusk on Saturday 24th/Sunday 25th October 1987 and the following three weekends. It is not hard work; if you can lift a cast iron chair, we need you". What was not said was that a chair weighed all of fifty pounds and would have to be lifted to shoulder height and dropped into the bucket of a dumper truck. Another vital omission was that during an average working day in which ½ mile of track was to be dismantled, not one but over 1000 chairs were to be lifted manually five feet into the bucket!

Rails first reached Gravesend in 1845 by means of a track laid along the towpath of the Thames and Medway Canal via two tunnels. The canal had been completed in 1824 considerably shortening the river journey between Gravesend and Rochester made previously via the Grain Peninsular. By the late 1840's the South Eastern Railway Company had bought the canal company, drained the canal and laid a double track railway along it as part of the former's North Kent line. The tunnels, 1530 yards and 2329 yards, were divided by an open cutting of about 50 yards where, in canal days, barges were able to pass each other. This gap can be seen by rail passengers today.

Competition for the Gravesend traffic, particularly for passengers to the Rosherville Gardens (referred to later) came from, at first sight, an unlikely source, ie. The London Tilbury and Southend Railway which was opened to Tilbury in 1854. In fact, Tilbury was less than ½ mile across the River Thames from Gravesend, the two towns being connected by ferry. It took little longer to get from London's Fenchurch Street station to Gravesend by this route than by SER direct from London Bridge

station and was cheaper. For many years hence, Tilbury was to remain a powerful influence on the railway scene of Gravesend. Further competition came in 1860 when the London, Chatham and Dover Railway opened a section of main line between Bickley and Rochester Bridge (Strood). This route was less than five miles south of the SER at Gravesend, but a quarter of a century was to pass before "The Chatham" was to enter Gravesend itself.

In 1881 a branch line was proposed and authorised, to leave the LCDR main line at Pinden, ½ mile west of Fawkham station at a point to be known as Fawkham Junction, 22¼miles from Victoria. Double track throughout with substantial carthworks, the 4½ mile line was clearly intended to be seen as not inferior to the SER! The Gravesend Railway Company was nominally independent but was taken over by the LCDR prior to opening, a procedure quite common at the time. Heading in a north easterly direction, the gradients would favour down trains as the line headed almost directly towards the terminus. There were to be several road and occupation bridges en route, under-bridges of arched design of yellow London Stock bricks, over-bridges of brick and girder construction. The first intermediate station was to be Southfleet & Springhead and situated almost exactly half way. Of island construction, this station was to become somewhat unique as no platform tickets appear to have been issued, access being gained directly from the overbridge at the south western end of the station without the intervention of buildings which were further along the platform. Leaving Southfleet, the line was to curve gently to the right before crossing the SER at the hamlet of Perry Street. Shortly before the terminus would be the second station, Rosherville. Again an island platform, it was to serve the popular Victorian Rosherville Pleasure Gardens (opened in 1840 as Vauxhall Gardens and renamed when acquired by the Rosher family). Thousands of people visited in the garden's heyday, the railway companies competing for traffic not only with each other but also with various Thames boating concerns. Finally, 1/2mile further on would be the terminus, adjacent to the Thames and ideally situated for connecting steam boats. Compared with the Tilbury and North Kent rail routes this was, scenically, to emerge over the years as the rural railway to Gravesend.

In 1882, authority was obtained to build a pier as an end – on extension to the branch. This

was to influence traffic in later years. The official opening of the line coincided with the inauguration of Tilbury Docks on 17th April 1886. The public opening, together with that of the two intermediate stations, followed on 10th May, accompanied by the usual junketting and razzmatazz, having been delayed from the official opening as, it was said, the additional trains could not be accommodated in London until St. Paul's station (the present-day Blackfriars) was opened. There were 14 passenger trains daily in each direction with 8 on Sundays, all running to and from London.

With that generous service, the branch settled down to a reasonably successful existence. In 1899, the SER and LCDR formed the South Eastern and Chatham Railway, or, more accurately, became a working union operated by The South Eastern and Chatham Railway Companies Managing Committee, receipts being shared between the two companies in an agreed ratio. At about the same time, the branch terminus was renamed Gravesend West Street in order to distinguish it from the former SER station which became Gravesend Central. The intense competition of the previous forty -odd years for Kentish traffic was over. A year later, the Rosherville Gardens were closed, to be re-opened in 1903, only to close for good in 1910. Surprisingly, Rosherville station remained open until July 1933. In 1909, the passenger service was reduced to 6 trains each way, 7 on Saturday and 2 on Sunday; all gave a through service to and from London. By 1913, the SECR felt the need for economy. Push and pull workings were introduced, trains consisting of two coaches powered by H, P. or R class tank engines. July 1st of that year saw the opening of Longfield Halt, of basic timber platforms and shelters, situated between Fawkham Junction and Southfleet. Emerging from the train, an unsuspecting passenger would have wondered where on earth he was as he climbed the wooden steps from the depths of the chalk cutting and saw the road sloping, but dead straight in each direction, with no sign of habitation whatsoever. (The scene is exactly the same today). Needless to say, like Southfleet, the Halt was some distance from the village it purported to serve.

Although in the middle of World War 1, 1916 was a notable date in the history of the branch as the Batavia Shipping Line inaugurated its Rotterdam service to and from Gravesend West Street Pier. The station sported signs in both Dutch and English and a boat train service from



Southfleet station in passenger days

(Lens of Sutton)



Longfield Halt

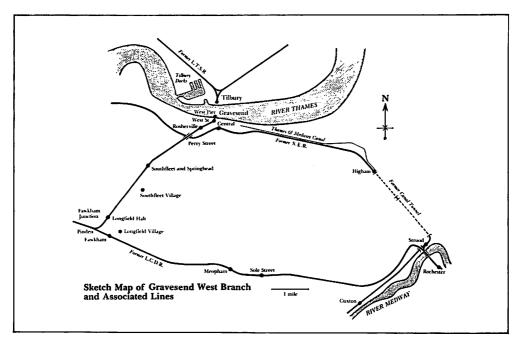
(Lens of Sutton)

Victoria was introduced, However, four coaches hauled by an H class 0.4.4. tank must have cut a very poor figure against the Continental Expresses via Folkestone or Dover headed by a sleek Wainwright D class 4.4.0!

By 1923, the war was well behind and the SECR became a part of the Southern Railway. Within two years, the passenger service on the branch was increased to 12 trains per day, running variously to and from Swanley Junction, Bickley, Holborn Viaduct, Victoria and Charing Cross, plus the boat trains which ran non-stop between Bromley South and Gravesend West Street. In 1928, the branch hosted test trains which used a modified London, Brighton and South Coast Railway air operated push and pull control system. The

1930's were to bring major changes to many SR lines.

Electrification was making rapid inroads into steam passenger services, the area under review being no exception. Electric services to Gravesend via the North Kent line were inaugurated on 6th July 1930, and in July 1939, both former SER and LCDR routes to Chatham and Gillingham went "third rail". Typically, the Gravesend West Street branch was not electrified, thereby losing the advantage of extra traffic which electrification invariably brought. Branch trains now operated between Swanley Junction or Farningham Road & Sutton at Hone stations and Gravesend West Street only, with the exception of the boat "expresses" which still ran to and from London. Ironically, although not directly benefiting



from electrification, a high voltage cable was installed alongside the track to feed the SR sub-station built at Fawkham Junction. This was to have repercussions in later years causing problems over the route's eventual abandonment.

The Batavia Line service succumbed with the outbreak of World War 2, only to operate from Tilbury after the war was over. The Gravesend West Street branch was to see boat trains no more. By the winter of 1944, there were 5 trains each way Monday – Friday (morning and evening only), 10 on Saturdays (throughout the day), one or two services running to and from London. There was no Sunday service. At the end of the decade, H class operated push and pull trains finally ousted the R/R1 services.

Nationalisation and the beginning of the second half of the twentieth century heralded the end of passenger services. In 1950, pleasure steamers began to use the pier again but brought little or no benefit to rail. Freight was catered for by one daily train, usually worked by a Wainwright C class 0.6.0, whilst in the same year, Gravesend West Street became simply Gravesend West. The passenger service limped on until the end came, an R1 from Gillingham shed operating the last service passenger train on 1st August 1953.

However, the story was not yet to end as sundry freight traffic lingered on. In 1959, the up line was removed together with Southfleet platform and buildings and Longfield Halt, whilst in the early 1960's, BR diesel traction appeared in the shape of Bo-Bo diesel electric locomotives, later to be known officially as Class 33, colloquially as "Cromptons". The decline continued and by 1967, the last regular freight service had departed. March 3rd 1968 saw the last passenger train - The Locomotive Club of Great Britain "Invicta Railtour" hauled by the ubiquitous "Crompton". On 24th March 1968, the branch was closed and track lifted from Gravesend to a point approximately 3/4 mile North East of Southfleet.

End of Story? By no means. This fragment of the LCDR was in no hurry to die.

In 1972, the line was, surprisingly, re-opened for coal traffic from Fawkham Junction to Southfleet where Associated Portland Cement Manufacturers had established a coal depot complete with wagon – tippler, conveyor belt and storage hopper, the latter an environmental disaster by all accounts. In addition, a small pre-fabricated concrete engine shed to house the cement company's diesel shunter appeared. Quite suddenly, "it all happened"—up to seven train movements per



being lifted.

Again, it was not the end of the line. During the early 1980's, plans were afoot for preservation, but, in the event came to nothing. At the 1987 AGM of The Tenterden Railway Company Limited came the appeal for muscle power to dismantle the track and transport rail and concrete sleepers to the Kent & East Sussex Railway Wittersham Road Permanent Way Depot. Thus early on Saturday, 24th October 1987, a gang of stalwart TRC volunteers commenced work close to the A2 trunk road overbridge, Gravesend side of Southfleet station site. The task was to de-key the rails, de-bolt the chairs (which were of SECR, SR, LMS and LNER origin!) using pneumatic bolt removers, remove fishplates and crowbar the rail to one side. Bolts, keys and chairs were collected and the rail was hauled by dumper - truck to the yard at Southfleet to await removal to Wittersham Road by road vehicle. Good teamwork ensured that rapid progress was made although, as work progressed, visits by the dumper-trucks became less frequent as Southfleet receded rapidly. Good organisation and having the tools for the job enabled the work to be virtually completed within the four weekends as planned, although there was some additional mid-week volunteer assistance. Several lady members looked after the "inner men" by producing quite excellent lunches of soup plus bangers, chips and beans with tea-breaks and generous hunks of homemade cake.

day; BR diesels of classes 20, 25, 31, 33 and 45 became familiar sights. Sadly, it was not to last as in 1976, the APCM coal contract went to road and the truncated branch line was closed finally to all traffic, the junction with the main line

Acknowledgment is made to the Oakwood Press publication "The Gravesend West Branch" by N. Pallant from which certain basic information for this article was obtained.



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Colonel Stephens in the Isle of Wight

Holman Fred Stephens was never a man to hide his light under a bushel.

It is all the more surprising then that his various published curricula vitae omit any reference to his connection with the Isle of Wight Central Railway.

Although no part of the Isle of Wight Central was authorised sufficiently late to be classified as a light railway under the Light Railways Act 1896 it shared many of the characteristics of such a line. Its track was somewhat more substantial than that to be found on the Kent & East Sussex but the trains that travelled over it comprised a very comparable mixture of antiques and second-hand bargains, mostly financed by hire purchase.

Stephens' first recorded contact with the Isle of Wight Central was in 1904. The line had been contemplating the purchase of a steam railmotor and had received a letter from Stephens in January "as to steam motor carriages". The Secretary was instructed by the Board "to ask Mr Stephens for the results of his experiments." As the Kent & East Sussex did not possess a steam railmotor in January 1904 this was perhaps a reference to the use of a Kitson steam railmotor on the Sheppey Light Railway by the South Eastern & Chatham Railway. Stephens had presumably maintained some sort of interest in this line after its construction by him.

The Isle of Wight Central's interest in railmotors became more active with the formation in November 1904 of a potential rival in the form of the Isle of Wight Express Motor Syndicate. Mr Conacher, the line's manager, requested and secured his Board's permission to obtain tenders "for a car to run on our rails." In December he reported that Messrs R.Y. Pickering had offered to build "a car similar to one supplied to the Kent & East Sussex" for £400. Mr Conacher was instructed to see the car and report back but would have faced some difficulty as the Pickering car was not officially recorded as delivered to the Kent & East Sussex until March 1905. The late Donald Bradley recorded Conacher as seeing the railmotor at Rolvenden in November 1904 in his history of Isle of Wight Locomotives but most of Bradley's dates disagree with those in the Isle of Wight Central Board of Directors Minute Books and the minutes of a meeting in February 1905 record that Conacher had not yet been able to see the Kent & East Sussex railmotor.

In the event alternative tenders were invited in May 1905 for either one or three railmotors from Hurst Nelson, Birmingham Carriage & Wagon Co., Metropolitan Railway Carriage & Wagon Co. and Kitsons. In October it was agreed to accept Hurst Nelson's tender for £1450 for just a single railmotor, the Motor Syndicate presumably not having proved as great a rival as had at first been feared. No more is heard of Stephens for some time after this though there occurred a very 'Stephensesque' episode in 1907. Pleased with the performance of the Hurst Nelson railmotor, the Isle of Wight Central resolved to obtain a second one. Staggered by a quotation of £2040, the Board sought to economise by seeking tenders for the carriage portion only and attaching this to a diminutive Black Hawthorn 0-4-2ST of 1870 vintage that they already had in stock. Unfortunately the lowest quotation for the carriage portion on its own was £1125. Undaunted, the Board purchased a second-hand clerestory bogie carriage from the Midland Railway which, including a forward driving compartment and controls, only set them back £250.

Stephens' return to the Isle of Wight Central scene came in 1911. There seems to have been something of a palace revolution on the line and a new board of directors, financed by a loan from the Capital & Counties Bank, had employed a new manager, Mr Willmot, to reorganise the running and operation of the Railway. Further, the Board resolved on 26th April "that Mr H.F. Stephens be appointed Engineer to the Company for 12 months to supervise the Permanent Way and Locomotive Departments at a salary of £100 and out-of-pocket expenses."

Apart from the resignation in June of Mr Guest, the existing Locomotive Superintendent, the first signs of Stephens' tenure did not appear until July when the Directors approved a wide range of capital expenditure on new sidings, gas lighting for the carriage stock, an influx of second-hand rolling stock and other improvements. Stephens was also present as a shareholder at the Half Yearly meeting held on 11th Autust.

In September a further range of capital items was approved. Not only did this include provision of a waiting shed at Havenstreet Station, now the headquarters of the Isle of Wight Steam Railway, but it also included two

items particularly characteristic of Stephens. The first of these was the provision of 'extra umbrella tanks' at Newport. One of these survives today at Havenstreet and is very similar to, if not identical with, the water towers erected by Stephens at Tenterden, Shrewsbury and Kinnerley. The Shrewsbury example, of course, now serves at Wittersham Road. The second item was the acquisition of a travelling crane - few Stephens' lines were without one. Like the Kent & East Sussex's second crane this was a six-wheeled example from the Midland Railway complete with match wagon, though the crane was only of five tons capacity compared with the ten ton example on the Kent & East Sussex. Remarkably this crane survived subsequent ownership by the Southern Railway and British Railways and now forms part of the stock of the Isle of Wight Steam Railway.

Unfortunately, Stephens' connection with the Isle of Wight Central came to an end shortly afterwards. The Board's Minutes for 24th October record: "With Ref. to Board Minute of the 26th April last it was reported that Mr Stephens found the weekly visit which was required occupied too much of his time and

retired from the 30th September last which was noted." This is not entirely surprising as 1911 saw Stephens continuing the management of the Kent & East Sussex and the Selsey Tramway, taking over the management of the Weston Clevedon & Portishead, re-opening the main line of the Shropshire & Montgomeryshire with the rebuilding of Criggion Branch yet to be completed and commencing the construction of the East Kent while planning and applying for extensions to that line.

No detailed records appear to exist of Stephens' work on the Isle of Wight Central though correspondence may survive in Midland Railway records. Perhaps Stephens felt that his period with the Isle of Wight Central was too brief to warrant recording for posterity but it is ironic that in the water tower and travelling crane there is a more tangible record of his connection with this line than survives of many of the other lines for which he worked longer and harder.

Stephen Garrett

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League Table Update

Neil Rose assesses the K.&E.S.R.'s progress in the Railway World Independent Railway of the Year Award 1987

Since 1984 Ian Allan has conducted a very personal annual competition based upon his own experiences when visiting independent railways up and down the country. Last year Paul Sutton took a quizzical look at the K.&E.S.R.'s performance in 1985 and 1986—I.A. did not visit us in the first year of his competition—and was able to report very creditable 1986 placing of seventh out of 26 "entrants", scoring 129 out of a possible 160 marks. We were just 11 marks behind the winners, our nearby friends at Sheffield Park.

I.A. kept us waiting a little longer than hitherto for the 1987 results as they did not appear until the January 1988 issue of *Railway World*, published just before Christmas. It was with some trepidation that I turned to the results to discover that we were once again placed seventh, this time out of 27. The Ffestiniog topped the table and it made heartening reading to discover that there were just three standard gauge railways in front of us—Bluebell, Severn Valley and Keighley, described by I.A. as his hardy annuals. We had slipped past the Dart Valley and the North Norfolk by a mere one point.

To those readers who have not read *Railway World* nor last year's *Tenternden Terrier* article, it may help to know that I.A. awards marks out of ten for features ranging from Locomotive Interest, Cleanliness to Toilet Facilities. In addition, he awards "Special Merit" marks on a very selective basis.

If a maximum of 10 special merit marks are included, the K.&E.S.R. scored 108 out of a maximum of 140, compared with the Ffestiniog's winning score of 122. Our score was made up as follows (1986 figures appear in brackets).

Locomotive Interest 7 (7)

A very fair mark. Our locomotive fleet suits our needs admirably and is in keeping with the Railway's light railway origins. Other railways clearly have greater opportunities to excel with a larger variety of interesting motive power.

Rolling Stock — (7)

A reflection on our almost unrelieved diet of Mk I coaches on service trains, albeit smartly turned out and, thankfully, none in BR livery.

There is plenty of interesting freight stock in use but not for I.A. to travel in!

Stations 8 (9)

Slipped a point here which is a pity considering there has been great effort put into tidying up the station site at Tenterden.

Atmosphere 8 (9)

Do we wish to retain the image of a typical rural branch line in the Col. Stephens tradition or adopt a more hard-nosed commercially orientated tourists attraction? The former may be more appealing to the railway enthusiast but marketing realities require the latter if we are to survive. We need to ensure that we maintain a proper balance between the two.



Ian Allan being served by Doug Lindsay on The Wealden Pullman, during the launch of the late Brian Haresnape's book, Pullman-Travelling in style, 14th October 1987 (Brian Stephenson)

Refreshment Facilities 6 (8)

A most strange mark this for last year's reflected the limited facilities in *Theodora*. Perhaps I.A. visited when the buffet staff were having an off day. Whatever his judgement, the new buffet building compares very favourably with any other operation in the country.

Toilet Facilities 9 (8)

Well done! Only four other railways scored the same or top marks. I wonder what I.A. would have given us five years ago when the best we could offer was on-train loo facilities?

Staff Appearance 7 (8)

A "could do better" mark; operating staff please take note.

Signalling 8 (8)

Unchanged for the third year running which doesn't reflect progress made on the ground. There is increasing evidence clearly visible of the Rolvenden signalling scheme.

Cleanliness 8 (8)

It is not just providing adequate litter bins for rubbish (and ensuring they are emptied regularly) but also keeping Departmental materials in an orderly manner, out of sight wherever possible.

Track 7 (8)

Dropped back one mark. The results of the Permanent Way Department's labours are rarely evident from the train. Perhaps the pointwork was closely inspected this time!

Gift Shop 6 (8)

Another strange marking especially as I.A. states in his accompanying article that though

limited for space the bookshop is a lot better than it was. The proof is in its takings which have shown a marked increase, partly attributable to the redesign but also to the wider range of goods now for sale.

Friendliness 9 (9)

Keep up the good work! Just the thing to encourage visitors to return and bring their friends.

Efficiency/Professionalism 8 (8)

Another area where we should be able to make improvements. Nevertheless, I wonder how we compare with our predecessors of 50+ years ago?

Special Merit 10 (9)

We have done very well here being rewarded twice, gaining 5 marks for Wealden Pullmans (I.A. has written most flatteringly on the subject) and a further 5 marks for Progress. It is thanks to these extra marks that we found ourselves amongst the leaders. Without them we would have dropped at least a further seven places down the ladder.

Thank you, Mr Allan, for continuing your perambulations around the independent railways of Britain and giving us some fun with your league table. This is a competition not to be taken too seriously but nonetheless provides us with a challenge. We may be doing well but the battle is closely joined behind us and we cannot afford to lose even one mark. A few more marks would see us edging still further up. I.A. described Bodiam as a super place to ride to: let us show him we can be a great railway even before reaching that final goal.

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Letters to the Editor

Austerity Locomotives

Sir—Regarding the description of Austerities and U.S.A. class locomotives in the second paragraph of Lineside News (The *Tenterden Terrier*, Winter 1987) may I respectfully suggest that it is not entirely accurate.

The notion that Austerities are 'invaluable' and 'ideally suited for having four or five coaches' is open to question. For instance, although the amount of coal burned for the power produced is economical, other factors are not. The engines are very heavy on the permanent way and cause greater damage with the necessity for increased maintenance and therefore increased costs. The reason for this is that this type of engine is primarily designed for shunting heavy loads at low speeds. When used at comparatively high speeds for passenger trains, this causes very high hammer blow and higher lateral thrust than is desirable. This is caused by the engine not being balanced; having a high centre of gravity and a short wheel base the weight is spread over too short a distance.

Thus, a 'Black Five', which is almost identical to an Austerity in tractive effort produced, has eight axles to the Austerity's three, thus producing a balanced machine. Even though a heavier machine, it has less weight in the same distance. Other preserved lines which are longer in operating length have found through experience that the engines' motions tend to fall apart with the higher speed and mileages; also broken springs are very common.

What will happen when we commence running to Northiam and back? The mileage will be greater and the commercial department are planning to run even extra trains. One can imagine the consequences.

D. J. Hazeldine Worthing, Sussex

Hopping down the line

Sir—The article by Neil Rose interested a relative who worked on a farm in the Robertsbridge area for many years. Although the farm had ceased hop production many years earlier, it produced hop poles from its chestnut plantations. He recalls that in 1935 they were paid 12/- per hundred poles for felling and cutting to 15 foot lengths and 10/-per hundred for shaving the bark off. Most of the poles were delivered to the owner's other farm at Edenbridge, the rest went to Paddock

Wood and Goudhurst. The cordwood was sent to the Guinness farms at Bodiam for fuel for the hop pickers.

Peter Carey Bexhill-on-Sea, Sussex

Hot Air?

Sir—The 1988 K&ESR timetable is, as we have now come to expect, clearly printed and immaculately presented. One phrase, however, at the beginning of the section entitled "excellent visitor facilities" is puzzling—namely, "Tenterden's restored Edwardian station . . . has bags of atmosphere" What exactly does that mean? What picture will it convey to a visitor who has only a limited knowledge of English? And what, for that matter, does it suggest to anyone whose native language is English? This is a serious enquiry.

Kay Smailes Tenterden

Vintage coaches

Sir-I would like to comment on Paul Sutton's letter concerning the Railway's policy on carriage and wagon restoration. As a member of that department, I was quite insulted by his observations. Mr. Sutton may not be aware that there is an increasing demand for high capacity coaching stock to enable us to meet the increase of passengers visiting the railway and the need to have more vehicles for the future Northiam extension. The vehicles for this purpose are ex-British Railways vacuum braked, Mark 1, standard carriages, which are easy to press into service and to maintain given the availability of spares. However, I do agree that it would be nice to see more historic vehicles in our service stock, and I know that this is the view of my colleagues. However, we must provide adequate space for our passengers, whilst at the same time giving attention to the longer term work on historic vehicles. It is a fact that most people within the department would like to work on vintage carriages in preference to Mark 1's but we have our priorities. Since most of the work on Mark 1's was completed in the autumn of 1986, attention has turned once again to Maunsell B.S.O. no 54 and the Government sponsored, C.P. scheme is concentrated on Maunsell C.K. no 56. I hope that a greater number of Southern Railway vehicles will be running in the near future,

although we shall never see the entire fleet in service at any one time.

Philip Whiteman Hastings, East Sussex

Sir—Prompted by Paul Sutton's letter on vintage coaches, I would like to suggest that we consider the erection of a carriage running shed at Tenterden. Such a shed would be much simpler than the existing restoration shed and consequently less expensive and time consuming. It would need no concrete floor, only half sides, no doors or interior equipment and the height could be reduced to the height of the coaches themselves. It could be put up by C.P. staff as a separate project in a relatively short period of time, yet offer attractive savings on future restoration costs. Other restoration groups would be encouraged to commence works if their projects were in the dry eg G.E.R. coach, G.W.R. railcar, S.E.C.R. saloons.

Nearly all our stock, both old and new, is now deteriorating in the rain and much of the C & W departmental time is spend repairing weather damage. Not to protect our coaches now is false economy. If a storage shed were kept simple, would its cost still be prohibitive? Perhaps a member of the Board would like to comment.

Jo Roesen Tervuren, Belgium

The Chairman writes: I welcome Mr. Rosen's helpful comments and I am pleased to say that it is the view of the Board that this should be dealt with as a matter of priority. Accordingly, plans are being put in hand immediately to erect a suitable shed to house our historic vehicles pending restoration. Further information will be available shortly and will be contained in the next issue of *The Tenterden Terrier*. Meanwhile, we are seeking planning permission.

(Mr. Markham L. Davy has also written with similar observations on this subject).

Single Line to Dungeness

Sir—Your excellent article in the Winter 1987 issue on the Dungeness branch reminds me that there were several railways at Dungeness which

are not mentioned. There was the Military Railway running from the Town Station sidings to the Camp and then on for some five miles round the artillery range; this was standard gauge and had 9 engines and two carriages. It worked from 1883 to 1926 and was then replaced by a narrow gauge railway which did not connect to the station.

About the time the SER arrived at Dungeness, there was a railway of unknown gauge from a capstan near the fog-horn house to a capstan over half a mile north. Then later a standard gauge line was built coming off the SER loop through a gate (see photo p.41, far left) curving round by the signal station, to the site of the new lighthouse, where it joined a narrow gauge railway to the lifeboat station.

Somewhat to the north there were about a dozen short railways of gauges between 15" and 2ft up the sloping foreshore for fishermen, each with its hand-propelled trolley.

With the scores of old carriages used as bungalows also, Dungeness was a paradise for lovers of railway oddities in the nineteen-thirties.

R.W. Kidner
Bow Street, Dyfed

Sir—The railway to Lydd Town and Dungeness, may not, at first sight, have anything to do with Colonel Stephens.

However, when I travelled on the line in September 1954, I soon found that there was a resemblance. When we got to Lydd Town there was a mixed train at the other platform, a real Stephens touch. To add further to this activity there was a SE&CR 0-6-0 in the yard with some wagons, and facing towards Appledore.

Lydd was evidently the limit of the electric staff section and the wagons that had been brought up from New Romney on the mixed train would doubtless be transferred to the freight.

J.F. Burrell
Bristol

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