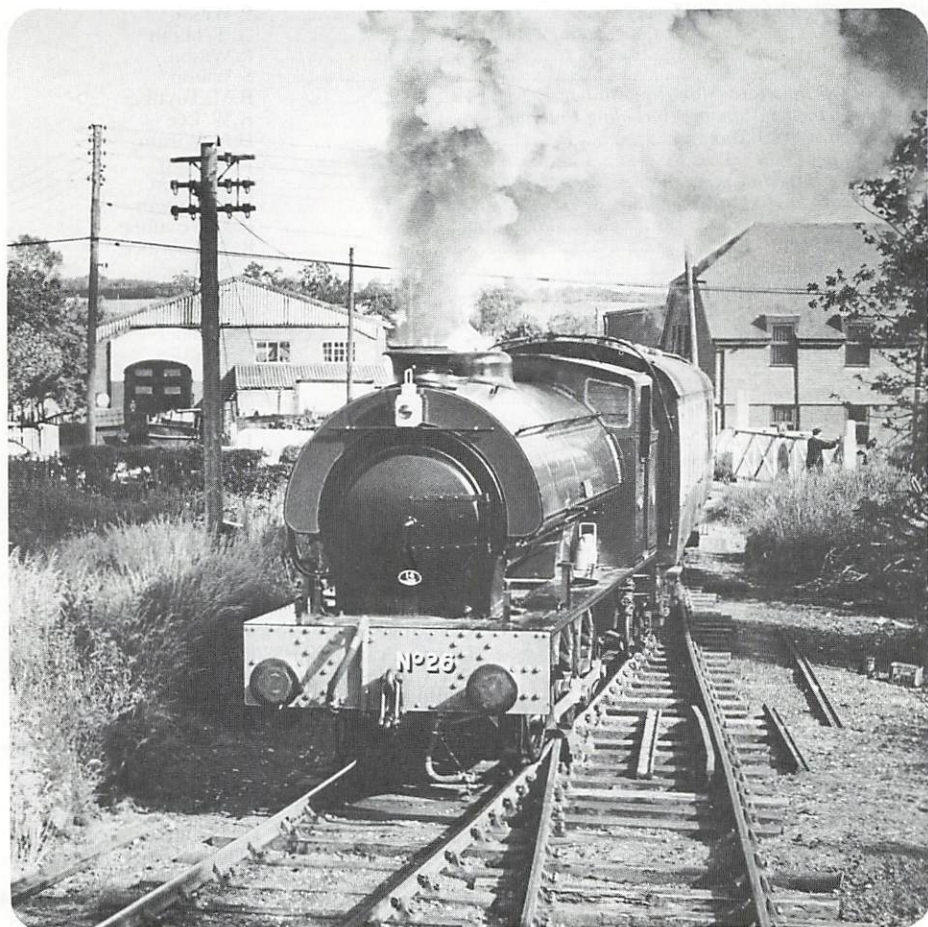


The Tenterden Terrier



Number 47

Winter 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)

Registered charity 262481

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Bodiam Castle

A National Trust Property

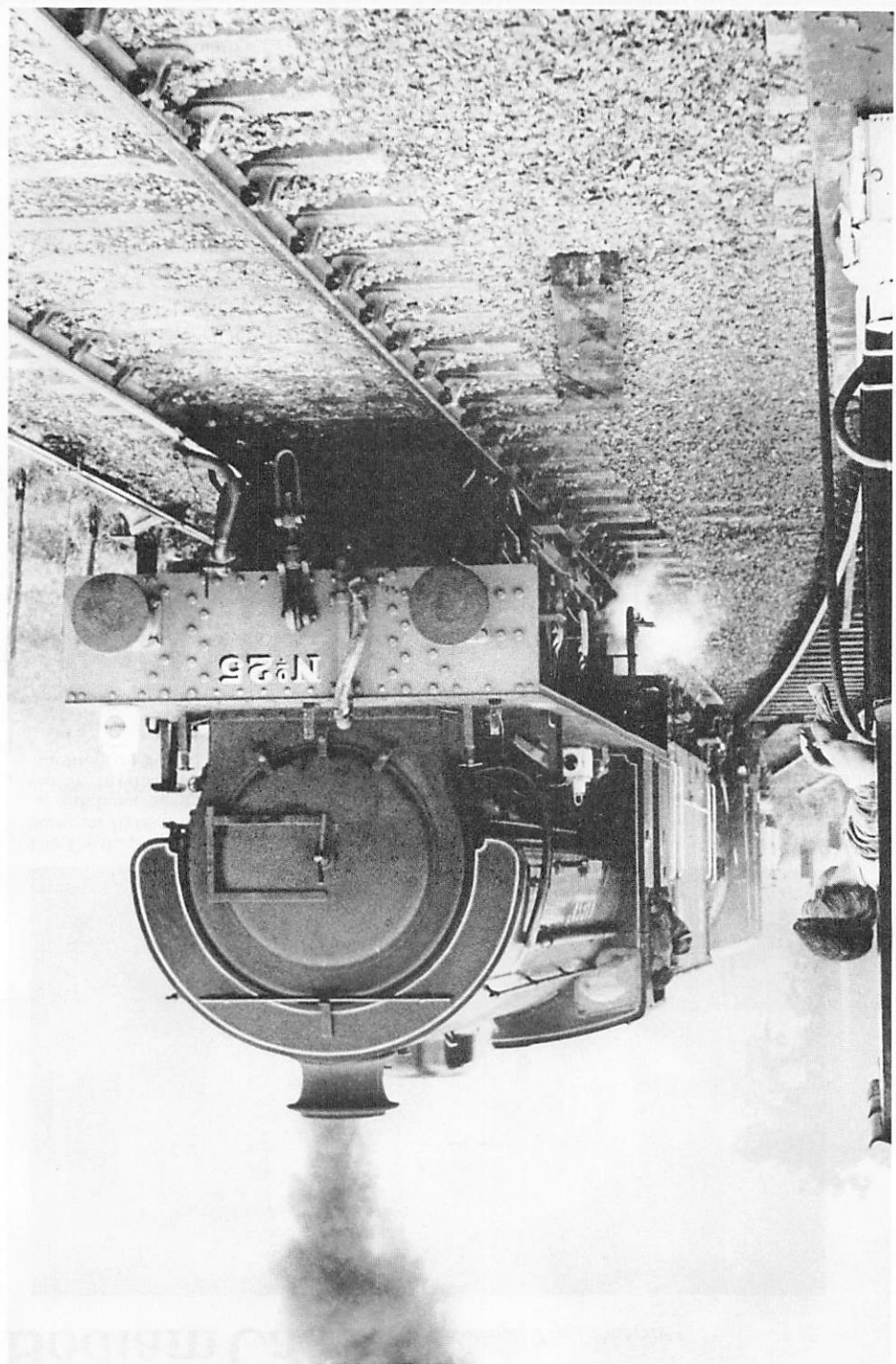


The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 5.30 p.m. or sundown if earlier. Closed over Christmas. Built in 1385 as a defence against the French, ruined in the Civil War, it still has a magical effect on every visitor. Inside one tower an audio-visual display describes life in a castle 600 years ago, and in another, on video, a warrior is being dressed in a magnificent suit of armour. There is a café in the car park. *About 500 yards from the K. & E.S.R. station.*
Telephone Staplecross (058083) 436.

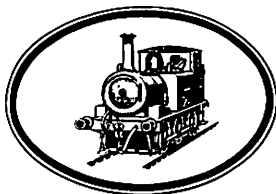
Great Dixter



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 Austerity No. 26 "Linda" leaves Rolvenden with the last train of the day from Hexden Bridge on 18th June 1988 (Brian Stephenson)

FRONTISPIECE Austerity No. 25 "Northiam" passes through Rolvenden whilst No. 14 "Charwelton" and P class No. 11 wait to bank the train in the rear, the occasion being the driving test of Simon Long (John Clark)

Editorial

Counting the pennies

With the countdown to 1990 now under way, it is good to know that the finances for the Northiam extension are in reasonable shape thanks to the support for the Bond issue and a grant from the English Tourist Board. Nevertheless, it was disappointing that the local authorities and other statutory bodies who we had hoped would make contributions did not do so. It will therefore be a case of scraping the barrel for the remaining funds if our targets are to be realised. The more that can be raised now, will ensure that the work is carried out to the highest standards. Christmas is approaching and with it the thought that many members have still not participated in the Bond scheme. Why not buy a bond as a present and make that move to Northiam just a little more secure?

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1988

Lineside News

Compiled by Neil Rose

A glance at the 1987 accounts highlights that the Tenterden Railway Company Limited is big business. With total revenue approaching £1/3 million it is noteworthy that fares and charter trains only generate some 30% of total income, an indication of the importance of ancillary revenue sources such as Pullmans, buffet and shop: Santa Special trains are evident moneyspinners.

On the expenditure side, wages make up only a very small proportion of costs, indicating the Railway's dependency on volunteer staff for its operating, maintenance and administrative needs. Clearly shown is the increasing expenditure to maintain the locomotive fleet and, especially, on permanent way.

Seemingly, track work is a black hole so far as the Railway's finances are concerned. It should be borne in mind, however, that the KESR's light railway legacy of low axle weights, grass choked track and minimal ballasting hardly provided a firm foundation for today's operating needs. With the trackbed generally only a few feet above the water table, proper drainage is difficult to achieve, giving rise to another set of problems. Whilst the operating section has been much improved in recent years, increased traffic levels has highlighted weaknesses: lack of manpower at times have also resulted in maintenance arrears needing attention.

The track through Rotvenden, rebuilt last winter, and the section near Wittersham Road, exemplify the high standards now achieved by the Permanent Way Department. These relaying programmes have demonstrated that track work is rarely straightforward and that the unforeseen, only uncovered when the job is underway, can prove expensive to remedy. In the short-term, costs of trackwork may have an adverse effect on the Company's balance sheet but it is vital that the line is brought up to good condition; a proper job now should serve the Railway well over years to come.

On a different vein, Lineside News is dependent upon many people providing notes and information about their particular spheres of interest around the Railway. All concerned are warmly thanked for their contributions.

Steam Locomotives

No. 3 (32670/Bodiam): Sail & Steam, formerly Shipyard Services of Brightlingsea, Essex have been invited to quote for firebox repairs or complete renewal. It is intended to have this

locomotive in running order in time for the reopening to Northiam.

No. 10 (Sutton): In service and running well although its Westinghouse air pump has needed attention. Paintwork needs some touching up following over-generous application of sticky tape by a film crew recently.

No. 11 (1556): In service and performing well, also being used in filming work. Following replacement of the rolling ring in its brake cylinder now stops much better than hitherto!

No. 12 (Marcia): Not much news recently but the latest to report is that Sail & Steam have been asked to inspect the boiler as a preliminary to repairs being carried out.

No. 14 (Charwelton): At present out of service having been used for much of the summer. Awaits repairs to its firebox including replacement of door ring rivets.

No. 19: Remedial work on the Norwegian's tender chassis is complete, including renewal of axle box bearings where necessary and the fitting of new blocks to the brake gear. Completion of the water tank and bunker has been hampered somewhat by Brian Remnant's commitment towards the Department's operational activities but the outstanding work should soon be finished.

Meanwhile, although much of the boilerwork has been completed by Hedges at their Chatham Dockyard workshop, progress has been very slow. More pressure has been exerted on the contractors and the boiler is expected back in November; subject to the availability of shed space, reassembly can then commence. New superheater elements will have to be obtained from an outside contractor.

Further costs are expected to be mainly for materials, the extent of which will only become apparent as work progresses. The smokebox saddle and the cab are, however, obvious areas which will require attention.

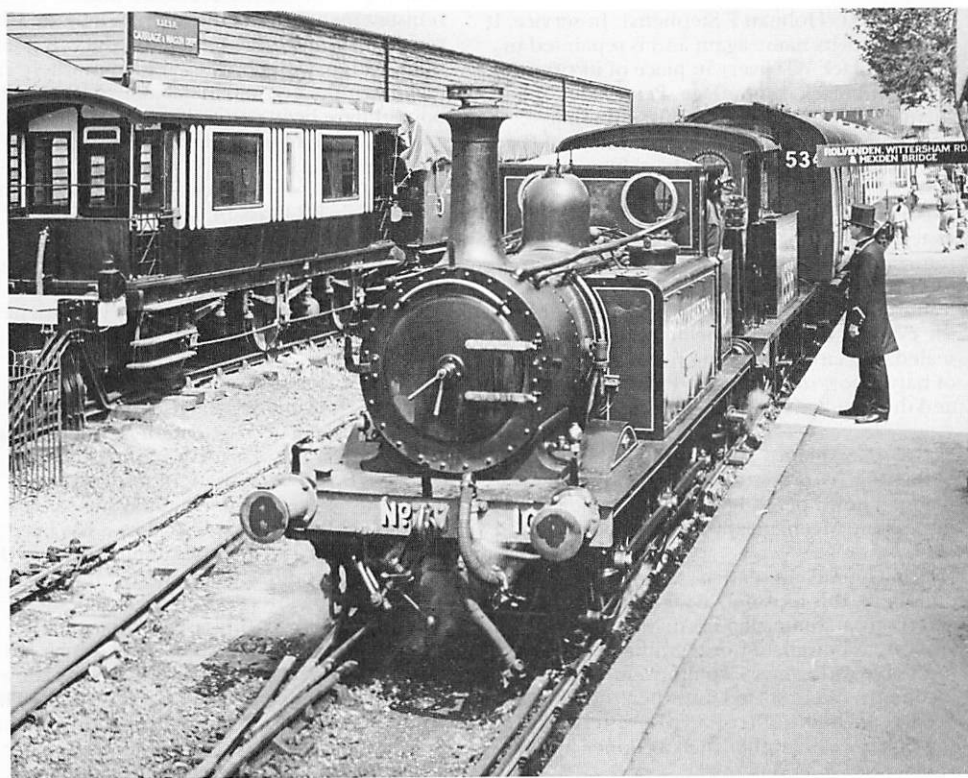
As mentioned before, financial support for the project has been sought from Norwegian companies. Several replies have been received, including compliments on the presentation

booklet, but no money has been promised yet! Whilst disappointing, hope has not been given up and efforts will continue in seeking assistance from this source. So far monies raised exceed £20,000 but the funds remaining unspent in the bank are committed to complete the boiler contract. Some £5,000 still has to be found to finish the job – please help.

With the boiler away and work on the locomotive and tender chassis substantially completed, restoration progress has been far from obvious to the onlooker. Lack of visual impact tends to diminish interest, as evidenced by the lack of response to appeals for funds in recent months. By the year's end, when the boiler should be reunited with the frames, the whole locomotive will begin to take shape again and, hopefully, this will stimulate donations.

It would be splendid if the Railway's only tender locomotive should haul one of the first passenger trains into Northiam station. This can happen, but only if further money is forthcoming to enable restoration to be completed.

No. 21 (Wainwright): The bits of this locomotive may have looked to the casual observer as scrapyard material but this is far from the truth. Restoration will be a long term project and has already started. The boiler, previously carried by No. 22, is being stripped out to get some idea of the repairs needed. It is known that a new front end tube plate is wanted and all flexible stays will have to be replaced. Fortunately, ultra-sonic tests of the boiler barrel are encouraging and the firebox is sound. Quotations are being obtained for the



Terrier No. 10 "Sutton" and P class No. 11 head the 2 pm train for Hexden Bridge at Tenterden Town Station on 7th May 1988
(Brian Stephenson)

manufacture of a new cab and side tanks, while an ashpan will be fabricated at Rolvenden. The wheels will be sent away for turning; the axle boxes and springs also need attention. The frames will be jacked up for a thorough cleaning and painting. Currently the brake rigging is being overhauled. Thanks to the Kent & East Sussex Locomotive Trust, money is available for this project although the Trust always welcomes more funds.

No. 22 (30065/Maunsell): Returned to service in late summer. The new right-hand piston valves and re-machined liners have proved reasonably successful. The recent repairs have highlighted some further weaknesses at the front end but the locomotive will remain in traffic. Water and coal consumption has improved somewhat. Remedial welding to the side tanks is expected to be needed soon.

No. 23 (191/Holman F Stephens): In service. It now carries its name again and is repainted in unlined black WD livery in place of its previous khaki and black camouflage. Peter Salmon has spent many hours painting this and other locomotives and is to be congratulated on the high standard of finish that he achieves.

No. 24 (William H Austen): Out of service for its ten year overhaul. The boiler has been returned to Rolvenden where all the foundation ring rivets will be replaced. The frames have been completely re-sprung while the cylinder casting has been cleaned and sealed, Richard Crumpling putting many hours of hard effort into this task. Plenty of cleaning and degreasing is still needed.

No. 25 (Northiam): Having run well for much of the year is now out of service and being stripped down pending its annual boiler inspection. Mechanically it is in good order.

No. 26 (Linda): In service. As reported elsewhere, this locomotive was named at a ceremony at Tenterden in August. Although running very well, minor teething problems, inevitable with a newly commissioned locomotive, were sorted out when they occurred. Unlike other K&ESR Austerities, Linda has a steel rather than a copper firebox.

For the record, last winter Peckett 0-6-OST Westminster (No. 18) left Bodiam station, where it had been on static display since 1975, for a new home in Hampshire.

Diesel Locomotives

No. 40: In traffic and in regular use. During September it twice earned its keep rescuing passenger trains after steam locomotive failures caused by excessive priming and injector difficulties.

No. 41: This Ruston 150hp 0-4-0DE locomotive has continued to run well although repairs to the air starting donkey engine were required after diesel fuel was found in the petrol tank.

No. 43 (Titan): Another good performance is reported from the Drewry 150hp 0-4-0DM. Minor repairs carried out to its electrical system.

No. 47: Work on this former BR 03 class 0-6-0DM continues to progress well. Nearing completion are the overhaul of the air system, rewiring of the electrical circuits and reinstatement of vacuum equipment. Extensive repairs have been carried out on the cab door skins, with new steel plates welded in where rust had eaten the original metal away. The cab and bonnet have been painted in BR locomotive green, with red buffer beams.

No. 49: After its brief appearance earlier in the year, this ex-BR Class 14 0-6-0DH (ex D9525) has been out of service for repairs to the hydraulic radiator cooling fan system and one of the diesel injector pumps. New injectors have been installed and the tappets reset. Work has started on repainting preparatory work.

Rolvenden Depot

"Sammy", Rolvenden's long-serving coaling vehicle, has reached the end of its road, being dumped near the "Palace" whilst its fate is decided. It had been used for coaling locomotives almost as long as anyone can remember. Best estimates suggest it has been at Rolvenden for 17-18 years, and it was not in the first flush of youth when it arrived. If there is some lingering affection for "Sammy", then there is certainly enthusiasm for the new, a Manitou fork lift truck with shovel, which has proved most versatile. Being 'T-reg', this latest acquisition is almost new in Railway terms. The large concrete mixer, also once to be found at Rolvenden, received repairs over the summer and is now working at Northiam station.

Two metal containers have been installed. The larger (40ft) is for use as diesel repair shop and stores, whilst the smaller (20ft) replaces the



Newly restored steel-sided dropside wagon bearing the name "Rose Smith", after a Company that once traded by rail to Tenterden
(Brian Stephenson)

existing brick oil store; oil tanks have been placed on top of the container. Other work has included the installation of a new outside air line for compressed air tools, and the completion of foundations for the shed extension which, when completed, will include a viewing gallery above and a mess room below. Rolvenden personnel, particularly Dave Green and Colin Edwards, will be assisting professional bricklayer Nick Palmer with the construction of the front wall to Rolvenden platform. This work is scheduled for an end-October start. The wall should take about one week to build, after which the platform void behind will need backfilling before coping slabs are laid and surfacing work completed.

Carriage and Wagon

The Department's report shows progress on overhauls over the summer months but, for once, there are no new arrivals to report except the return on loan of the District Railway coach, a familiar sight on the K&ESR a few years ago.

No. 54 Maunsell BSO. One bodyside has been reclad with new galvanised sheeting after completion of minor body frame repairs and pillar brackets fitted. The sheeting has been primed and undercoated ready to receive its new olive green livery. All the window frames and droplights on this side have been cleaned of paint and are being varnished in natural wood condition, in SR livery style.

The interior has been revarnished, being

rubbed down between each of the four coats applied, while the ceiling has been completely refitted and painted gloss white; light fittings are being replaced. A part of the corrugated metal underflooring had rotted from steam heater leakage and has been replaced.

The other side of the coach remains stripped down to the framing, with most windows and frames removed. This side is close up to the workshop's rear wall and access is restricted due to materials stored there. By November the coach will have been shunted onto the other workshop road (No. 2) to facilitate all round access. This will enable the bodyside to be completed and the roof recovered. The vacuum brake, steam heat and lighting systems still need some attention.

No. 78 SR Maunsell Open Third SR 1346 (formerly painted as an Ambulance Car). This coach was shunted into the workshop in June and work started on the interior. All panelling has been removed and varnish stripping is nearly completed. The main frame timbers beneath the bodysides are rotten extensively and need replacement. This work will be undertaken next year by when it is hoped that a suitable supplier of long lengths of hardwood timber will have been found.

No. 56 SR Maunsell CK. Members of the Community Programme Scheme have continued work on this vehicle. Extensive repairs have been carried out with several large

sections of the bodyside bottom and top frame timbers renewed and spliced in. New body pillar bottom steel brackets are being fitted following the frame repairs and a start has been made fitting new galvanised steel body panels. A large section of roof boarding awaits refitting which has left exposed one lavatory and two first class compartments. The latter cannot be refitted with their panelling until the roof is back in place and repairs to the top body rails are completed. The other two first class and three third class compartments have had all their panelling refitted following varnish stripping. Revarnishing is now well underway with some compartments completed, only awaiting their seating. New ceiling panels have been fitted to these five compartments and painted gloss white; likewise most of the corridor has received the same treatment. All electric light wiring has been renewed and the fittings overhauled.

Newly arrived wagon No. 157 (13t steel-sided dropside B460168 – MEDFIT) entered the workshop in May with most of its floor missing, the boards having rotted or been damaged. A new timber floor was fitted and minor repairs carried out to the running gear. The body was repainted red, the underframe in black; in bold block letters it bears the name ROSE SMITH, after a company that once traded by rail to Tenterden. [A photograph taken from the church tower in SR days clearly shows three similarly named wagons in the station sidings.] The Pullman PMV (No. 74) required attention in June following a shunting mishap which damaged its gangway connection.

In readiness for a film contract on Wednesday 3 August, the GER 6-wheel coach (No. 81) and the ex-Longmoor LSWR saloon (No. 83) were painted light brown the previous weekend. After repairs to the running gear, including a temporary buffer and axlebox fitted to the GER coach, the vehicles were formed into a special train with the LNWR 6-wheel inspection saloon (No. 82), being hauled to Wittersham Road by the Ford diesel on Sunday 31 July. There they were marshalled with District Railway 4-wheel coach No. 100, which has made a welcome return to the K&ESR, coming in by road on 29 July.

All four coaches were used in filming a new TV version of "Around the World in Eighty Days". During filming the LNWR inspection saloon derailed two pairs of wheels near Hexden

bridge. It should be emphasised that this was a deliberate part of the plot – the 10 ton Grafton steam crane was on hand to de-rail and re-rail the coach.

Continuing improvements have been made to the yard outside the Headcorn end of the workshop. CPS outdoor staff and volunteers have laid a concrete apron and walkway outside the building, across the sidings and beside No. 3 siding. Associated building work has included an access area for the delivery of materials and stores, a concrete oil store and drainage; construction of a covered storage area alongside No. 3 siding is well underway. All these improvements are designed to provide a safer working environment and a secure storage area.

Booking Office

It is good to report a successful summer season with the highest number of August passengers yet recorded – 15,278. This represents one-quarter of our annual passenger numbers, all in the space of four and a bit weeks. With a further 10,000 Santa Special passengers due in December, the necessity of trying to attract visitors at other times of the year apart from these two very busy months becomes increasingly apparent.

Congratulations to booking clerk Chris Ford for his flair in First Class travel salesmanship – he managed 81 tickets in a day and on an ordinary Saturday at that. It must be the smile, Chris!

There was a deafening silence to the last plea for more booking clerks. From 1990 Northiam will have to be staffed as well – someone, somewhere must have a yearning to become the friendly face at the booking office window as well as handle proper card tickets! If you have the slightest interest please contact John Emmott at Tenterden.

Building

Once again work has concentrated on Rolvenden signal box, the objective being to get the structure weathertight and secure prior to the S&T Dept's working week in August. This was achieved, enabling the signalling staff to commence wiring and general fitting out. The inside of the box has been lined with matchboard (tongued and grooved board), a total length of 700 metres being used. Externally it is hoped to complete the steps and balcony by end-October. The only residual

work will be completion of painting and the fitting of minor cover strips, etc.

Anyone able to assist with the painting, or interested in building work in general, is invited to contact Dave Stubbs on Medway (0634) 33337 or C/O Tenterden Town station.

Catering

Peter Voice – well known to volunteers as the proprietor of the Wayside Cafe near Rolvenden station until early this year – joined the catering team during the summer, working on a regular basis for five days each week. His arrival has been greatly welcomed. He has taken responsibility for much of the day-to-day food preparation and has been able to expand the range on offer. Also, he has taken on Pullman ordering and menu planning, as well as the initial preparation of meals for these trains; on occasion he has been train chef or a waiter.

Turnover remains buoyant, in line with the general upward trend of visitors. The season always ends on a busy note for catering staff and this year is no exception as they cope with

passengers' refreshment needs on the 54 scheduled Santa Special trains; by 27 December no-one will want to see a mince pie or savour the heady aroma of mulled cider again – at least not until 1989!

Extension News

A report about progress towards Northiam appears elsewhere in this issue.

Marketing

The trading position continues to be healthy with double-figure growth figures for passenger numbers over 1987. 1988 looks set to break all records again and we maintain our position as Ashford Borough's primary tourist attraction. Few people probably realise how competitive the leisure industry has become. The growth in the number of attractions registered by the English Tourist Board far outstrips the growth in visitor numbers. In a nutshell, more attractions are chasing a relatively static cake, which puts our growth over the past few years into perspective: good attractions are doing better, poor ones are not! Locally the picture is very interesting, for Kent County Council figures show that 54% of attractions around the



Paul Wilson and Richard Halliwell working on the track at Rolvenden on 18th September 1988
(Neil Rose)

county had static or decreased visitor figures in 1987.

The Railway's commercial success is due not only to the skills of the commercial management team but through the co-operation from all Departments, in particular Traffic and Operating. The Commercial Division's rôle is to earn the money to allow other areas to carry out their planned works. By having a strong commercial base we believe we are in a healthier position than many private railways who place commercial requirements below engineering or operating priorities. It would seem that by placing these three areas on an equal footing we are unifying the organisation, rather than splitting it.

Santa Special bookings opened in August and advance bookings look promising although below last year at the time of writing; this is undoubtedly as a result of recent postal disruptions. The service has been increased from 38 trains in 1987 to a staggering 54 in 1988. As well as looking for an increase in passengers, the enhanced service is designed to overcome overcrowding and ease the burden on staff – we are actually running more trains but each one will have fewer seats. Santa, and catering staff, will be able to spend a little more time with passengers instead of dashing from one coach to the next attempting to see everyone before the train returns to Tenterden. The philosophy is that quality of service is more important than growth-at-any-cost.

A return to service ceremony was arranged for locomotive No. 26 Linda on 23 August, with actor Donald Sinden as master of ceremonies. An open invitation was broadcast on Radio Kent by Mark Toynbee to anyone named Linda to come along as the Railway's guests. Several turned up as well as most of the locomotive's restoration team and their families. The resulting publicity on television, radio and local press helped contribute to a very busy holiday weekend and last week of daily running.

Ros Debling and Mark Toynbee were the guests of Honor Morris, Radio Kent's afternoon show presenter, on 22 September. They talked live on air for about 25 minutes on the forthcoming Ladies Day (25 September) and volunteer recruitment in general.

A Commercial Development Team, chaired by Tim Stanger and including the two Commercial

Directors, Ken Lee and Mark Toynbee, has been set up to plan the next stage of the Tenterden site development and to ensure preparedness for the influx of extra visitors expected when Northiam opens in 1990.

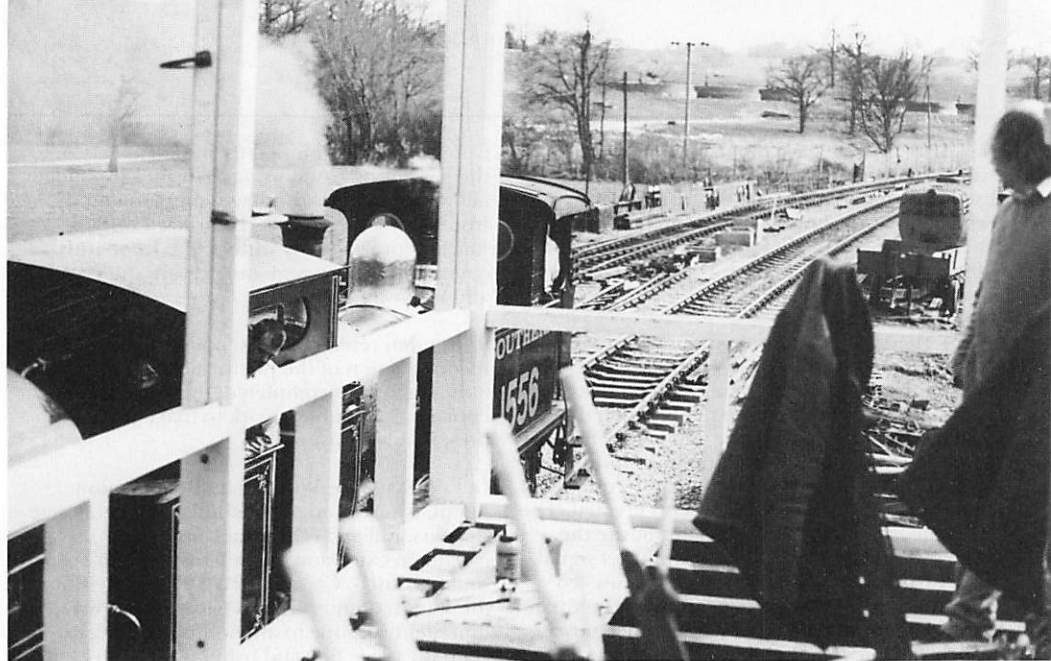
Finally, a word of thanks to Donald Wilson who stood down as a Director in October after running the Commercial Department for the past fifteen years. The Railway's two greatest successes – the Wealden Pullman and Santa Special trains – were both his ideas and will remain a lasting tribute to his guidance. Fortunately, Donald will remain in charge of gift buying for Santa Specials and closely involve himself with stock buying for the shop.

Operating

Fourteen weeks of daily running over the summer period was covered by volunteer resources (bar a few driving turns by full-time engineer, Paul Hatcher) which speaks highly of those members who yet again dedicated their holidays to keep the trains moving. Finding people was tight at times and thanks must go to all who covered jobs, sometimes at short notice, and to the roster clerks having the unenviable task of "filling all the blanks" on the duty lists – Cathy Roberts (loco crews), Nicola Sime (guards), Nick Wellington (signalmen) as well as Simon Long for co-ordinating duties at Rolvenden. The high season weekend services have operated with only a few hiccups to smooth running.

A day's filming on 3 August required the use of three steam locomotives, a diesel and a steam crane in services, along with the necessary operating staff, all in addition to running the scheduled Wednesday passenger trains. Despite being a long day it was a very enjoyable and successful day. Several other less hectic but profitable filming contracts have been covered, again often involving long hours for the staff involved.

Next year's timetable was planned in the midst of the Railway's busiest operating period. This job has become increasingly complex. Diagramming of resources to meet expected loading levels, coupled with the objective of giving visitors visual interest, has to be balanced against strict budget controls as well as the availability of staff to operate the trains, maintain rolling stock and look after the infrastructure. The burden of responsibility for timetabling falls to the Traffic Co-ordinator, Ian



The view from Rolvenden signal box on Easter Monday 1988

(David Stubbs)

Legg.

Next year sees almost the same number of midweek operating days, as well as at least two weeks of midweek track laying work on the Extension in May, which will need considerable Operating Department resources. With Rolvenden signal box due to open next year, the pattern of a two train service as run over the past five years will alter to more evenly spaced departure times from Tenterden.

Lastly, the usual plea! When services start to Northiam, the existing operating staff will need to be considerably augmented if a commercially viable service is to be maintained. Therefore Operating Manager, Neil Sime, wishes to hear from anyone – ladies as well as men – who would be interested in becoming a guard, signaller or footplate crew member; either contact him at Tenterden or telephone Maidstone (0622) 65556 any evening.

Permanent Way & Civil Engineering

Working down the line, news starts at Tenterden headshunt where a catch point has been installed and four track panels laid on the Headcorn side; this track was jacked and packed on ash in a day by just two people; an excellent effort which could have been made much lighter with more hands available. Outside the signal box, worn pointwork will be replaced one Saturday in early November.

Moving to Rolvenden, guide blocks have been laid to the correct level ready for the platform rebuilding. The new crossover in front of the signal box was almost complete by mid-September with two closure rails and spur still to fit. No progress on remodelling the yard at Wittersham Road can be reported because of the lack of available funds. Scrap rail and surplus equipment is due to be removed from the yard shortly.

All the line was tamped prior to the daily running season. Intensive use was made of the machine as it no longer has to wait around while men shovel ballast; instead the Matisa Ballast Regulator does the job quickly and very tidily. It is now possible to spot the bad sections of track as they stand out far more than they used to prior to thorough tamping work.

Colonel Stephens's Railway Shop

The shop has turned in record sales figures for each month during the 1988 season, generating much needed cash. Again it has fallen to the few to staff tills, price up the goods and keep the place neat and tidy. To all those who have helped – many thanks indeed and do keep coming! And to all those members who might be thinking of assisting – do contact Jack Wood at Tenterden, he will be delighted to hear from you.

Sadly, Lorna Johnson has decided to leave the

buying team. She gave the team a much needed balance, always seeking and researching new lines that might appeal to lady visitors. A replacement for Lorna is now sought and if anyone is interested in joining the buyers, please contact Shop Manager, Tim Stanger.

Signals & Telegraph

S & T Dept members spent a working week at Rolvenden at the end of August when substantial progress was made. Attendance varied between five and ten people each day and thanks are due to Catherine Legg who kept everyone well fed throughout. Point rodding runs from the signal box were nearly completed and the two remaining signal posts erected. The first, the up inner home signal, opposite the sewage works, is an ex-SR lattice bracket signal with two lattice dolls; this post was recovered from Canterbury West two years ago. The final post to be installed was a straight lattice post which will become the down through No. 1 starting signal, located between the through and loop lines close to the signal box. This post is of LCDR origin from Kearsney Loop Junction, near Dover, and still retains its lamp hoisting wheel and runner.

Work has continued installing electricity, water supplies, battery racks, and internal signalling fittings in Rolvenden signal box as well as finishing outstanding carpentry work. Externally, three location cases have been installed to house electrical equipment. The opportunity was taken in late August to acquire additional fittings for Rolvenden from the closed signal box at Mitcham Junction.

Over recent months work on the telephone system has concentrated on reconnecting and maintaining the lines on the non-operational section of railway.

Stations

Graham Hukins has taken over the rostering of Tenterden's Station Masters and it is pleasing to welcome some new names to the roster: Adrian Greaves, Andre Freeman, Roland Meek, Lynn Thorogood and Rupert Marshall. Their help has eased the burden on the 'old stagers', namely Ros Debling, Nicola Sime, Graham Hukins, Ken Lee, Mark Toynbee and Donald Wilson.

Extra hanging baskets and flower tubs were ordered for the station this summer and their colour provided a fine show. Gerry and Pat

Coombs have continued their endeavours on the gardening front, using their meagre budget allowance to best advantage, supplemented from their own pockets. Their hard work is much appreciated by visitors who frequently comment on how neat and tidy are the station and its flower beds.

Rolvenden remains closed pending reconstruction of the platform. Once the building work is completed, there will be an enormous amount of work to make the station presentable to visitors.

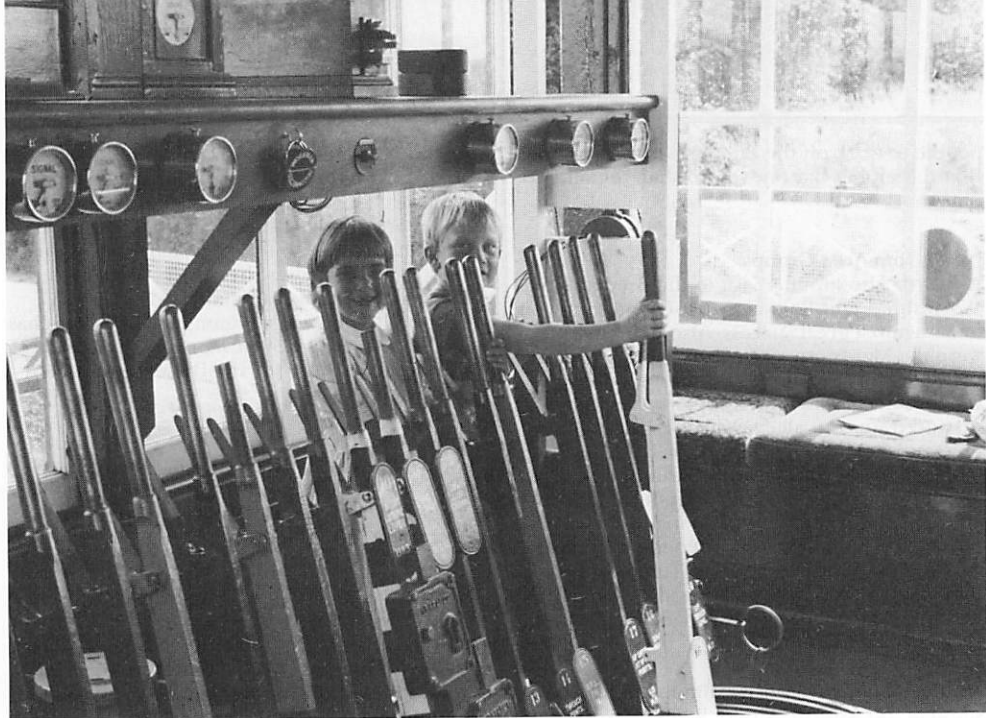
Gerald Beck, the Wittersham Road Station Agent, is surrounded by mountains of concrete sleepers, rail and other track fittings for the Northiam extension but still manages to keep smiling (just!). Certainly PW Dept staff visiting the station outnumber his passengers, giving him plenty of time to attend his flower beds, keep the place tidy and trim his oil lamps.

The Wealden Pullman

The season got off to a shaky start and at one stage it seemed unlikely that the year's commitments could be met. The reasons had been brewing under the surface for some time and were mainly due to too heavy a commitment being placed on a small band of volunteers and an increasingly unappreciative clientele, especially social clubs on outings. Excessive drinking and loutish behaviour were upsetting both staff and other customers alike.

A major review of our Pullman service was instigated by the Director responsible, Mark Toynbee, involving those most involved in the train's operation – Jolyon Vickers, Peter Broyd and Doug Lindsay. Their recommendations were presented to a meeting of Pullman staff held on Sunday 12 June and generally endorsed.

In summary, the number of trains would be reduced in future years to match volunteer resources; paid staff would be used to assist with cleaning, menu preparation and food ordering; party bookings would be very carefully monitored to weed out the less discerning groups; punctuality of the train would be given a high priority; and staff training schemes would be introduced. A local newspaper heard about our problems and ran a story under the headline "End of the line for lager and chips brigade", a very fair assessment of the situation since even draught lager had been withdrawn!



*Eleanor and Christopher Rose assisting at Wittersham Road signal box on 31st July 1988
(Neil Rose)*

The main Pullman season ends in October when the kitchen/dining car 'Diana' will be withdrawn for repairs, including the installation of new windows. The work is expected to take until next June to complete. November will see Pullman Car 'Barbara' overhauled and given a complete external repaint. At the same time a new kitchen will be fitted in the old pantry area. This work, including the fabrication of stainless steel units, will be carried out by Keemlaw Ltd who have provided a very competitive quotation.

'Barbara' and the Maunsell BFO Dining Car (No. 53) will provide a de-luxe 36-seat train for some special Christmas Wealden Pullmans and the Hogmanay Pullman. At £35 for the Christmas package and £47.50 for Hogmanay it has proved that discerning customers will pay for a quality product.

The Maunsell BFO will be overhauled and repainted in SR olive green livery during the winter. The first three months of the 1989 season will see the Pullman limited to 36 seats until 'Diana' returns to traffic when the train will revert to 68 seats. The number of trains will be limited but a hefty increase in price will maintain profit margins, provide sufficient

funds for unforeseen maintenance and improvements during the year, as well as allowing a higher quality meal to be prepared without having to cut corners. The "per head" allowance for food purchase has been increased by 40% to ensure that there can be no excuse for indifferent ingredients.

Looking ahead further, a feasibility study on the full restoration of the other Hastings Pullman 'Theodora', and the search for external funding, is underway. 'Theodora' would replace 'Diana' in the train, allowing the running of a genuine vintage train.

The Wealden Pullman is without doubt our outstanding contribution to railway preservation. The train has provided tens of thousands of pounds of profit for the Railway over the years. Nearly abandoned, but thanks to the determination to succeed and a positive approach to the problems from all concerned, the Pullman will remain the jewel in the Railway's crown.

Finally, Vanessa Toynbee deserves a personal mention for her unstinting work as roster clerk for the season. With a huge telephone bill to prove it, she has managed to coerce all sorts of

people to work on the Pullman, including every Board Member bar one – who shall remain nameless!

News from Area Groups

Ashford. The summer visit to the Bredgar and Wormshill Light Railway – the second such visit – was again a great success. Also participating were the Maidstone Area Group and a party of members from Tenterden. Although the weather was not as kind as before, the rain held off and trains ran all evening for everyone's enjoyment. Motive power was provided by Jung 0-6-0WT 'Katie', built in 1931, and Berliner Maschinenbau 0-4-0WT 'Bronhilde' of 1927 vintage. The Lister diesel also made a few runs pulling a wagon load of hardened enthusiasts! A visit of B&WLR members to Tenterden was organised in May, with afternoon tea on a train and a conducted tour ably carried out by Doug Lindsay.

Summer publicity efforts culminated in a sales stand at the Ashford Model Railway Exhibition in September where the forthcoming Santa Special trains were featured. The Group's 13th Model Railway Exhibition is on Saturday 11 March 1989.

Monthly meetings are held in the BR Social Club, Beaver Road, Ashford on the third Wednesday in the month, with a full

programme arranged through to next summer – for a programme contact Eric Graves, telephone Ashford (0233) 23687.

Croydon & Sutton. A crisis hit the Group in late summer when the normal meeting place at the BR Staff Association Club, near East Croydon station, was suddenly closed. At present a search is going on for a new venue and Group members will be informed, by letter, when a suitable place has been found. In the meantime, if anyone would like information about the Group's activities contact Allan Sinclair on (01) 777 8025.

Maidstone. A social evening was held by kind permission of Cliff and Dorothy Wicks at their home on 29 June. A superb buffet and several varieties of wine were served to over twenty members who had a most enjoyable evening. The Area Group Committee would like to thank their hosts for making the occasion such a success.

The Kent County Show at Detling in July proved to be one of the most profitable for some years. Over £700 was taken on the pump trolley and model railway rides, with a further £450 attributable to the sales stand, using the new trailer which was the subject of many favourable comments. Thanks go to Tom Grimwood, this year's organiser. The Group has agreed to provide £500 towards the purchase of a storage container for the Diesel Department at Rolvenden.

Open meetings resume in the New Year on the last Wednesday of each month at the Kimberley Clark Social Club, Tonbridge Road, Maidstone, starting at 7.30 pm: Details from Paul Gray on Maidstone (0622) 677587.

Sussex. Progress at Northiam has been mentioned before and Group members remain actively carrying out their allotted tasks. Work on the footbridge is at last under way. During the next few months the boundary fencing will be replaced once the major earthworks are completed. Two Group members are currently renovating station seats at home ready for the reopening, an example of members who, unable to visit the line regularly, are nevertheless making a positive contribution to restoration work.

Use has been made of the exhibition trailer by taking it to the Festival of Transport at Hellingly where the increased covered area facilitated better promotion of the Railway. Other shows attended were at Blindley Heath and Northiam while at the end of September a model railway show was staged at Westham.

Monthly meetings continue to be well attended. A full programme for 1989 will be available by end-November – for details contact Tim Lawrence on Hailsham (0323) 845108.

Thameside. The Group has once more taken a very active rôle in Railway operations through the summer, with all members being involved with the running of trains in one capacity or another. Chairman Kevin Jarvis has been appointed as Wealden Pullman Bar Manager.

Unfortunately, the planned opening of Bodiam station over the August Bank Holiday weekend was cancelled due to unforeseen, circumstances. Northiam station was manned, however, to give passing visitors a chance to

inspect the extension work in progress. It is planned to open Northiam again on certain weekends next year.

In July a party from the Group visited the Docklands Light Railway. Meetings continue to be reasonably well attended and new members are always welcomed: Details of the Group's activities can be obtained from Sue Jarvis on Dartford (0322) 54201.

Department & Members' Notices

ROLVENDEN LOCO IMPROVEMENTS CLUB
Started earlier this summer as a "100 Club", it rapidly became a "300 Club" and the organisers are hoping to make it a "500+ club"! The Club's objective is to raise money for projects in and about Rolvenden, for example a new loco pit, new mess facilities and a viewing gallery for visitors in the shed.

It is run on properly constituted lines, with Trustees. Draws take place on the last Sunday of each month at Rolvenden, 50% of the month's gross receipts going as prizes. A Grand Christmas Draw, with many prizes, will take place on 18 December. Minimum subscription monies are just £1.00 each month, due by the 7th to be eligible for that month's draw. Payments can be made either in person by cash (monthly), cheque (preferably for the whole year) or by standing order. The winners of the first Draw in September were: 1st -(£93)- Gary Barker; 2nd -(£31)- Louise Bennett; 3rd -(£31)- Karen Light.

Further participants will be eagerly welcomed. If you want further details, contact Simon Long, Charlie Masterton or John Durrant about the Railway or telephone Charlie Masterton on Tenterden (05806) 3645.



Naming of "Linda". The restoration team on the front of the engine with Donald Sinden (in front of chimney with glass in hand) on 23rd August 1988
(Jim Berryman)

PW DEPT "GET TO NORTHIAM"
FORTNIGHT Northiam, Easter 1990. This is the target set for services to resume. Little over a year away. There is a vast array of work beforehand, including track laying from Hexden Bridge. Our objective is to complete track relaying over a working fortnight commencing Saturday 6 May 1989. Your assistance is vital. If you can help for all or part of the fortnight, even for a day, please contact Charlie Masterton on Tenterden (05806) 3645. He is co-ordinating planning for the exercise and wishes to know availability as soon as possible. Drivers, secondmen, guards, signalmen, etc, are all needed. Food will be provided.

In readiness for the working fortnight much of the winter period will be spent building track panels at Wittersham Road ready for relaying. contrary to what may be first imagined, this is not heavy work as a steam crane will do all the lifting. People to wield keying hammers are

required and if you can help any weekend please contact PW Dept Manager, Paul Wilson on Thanet (0843) 586617. It is essential to know who will be available, so do telephone him first rather than just turning up on the off-chance.

Whether or not Northiam is reached on time is now up to members. The machinery and materials are available; the rest is up to you.

KESR NAMEPLATES, cabside number plates, smokebox number plates and various shedcode plates – available cast in brass or aluminium. Contact Simon Long or Charlie Masterton on Cranbrook (0580) 241448 for details. All profits to Locomotive Department projects.

CARRIAGE PRINTS wanted for display in Maunsell BSO No. 54, now nearing end of overhaul. Please contact David Dine, C&W Dept, Tenterden Town station if you can help.

Winner Again!

The Tenterden Terrier has done it again!

Regular readers will recall that this journal won the Association of Railway Preservation Societies Publication Competition for three years in a row (1982-84) receiving the D. Noel Draycott cup as outright winners. After the award ceremony in 1985 we agreed not to enter the competition again "in order to give other publications a chance of winning". After a three year absence, we re-entered this year, submitting the summer 1987 issue as our entry. And we emerged as outright winners of the Steam Railway Award for best magazine, a handsome plaque which we had won previously in 1981.

It was my pleasant duty to receive the prize on behalf of the Editor, Philip Shaw, at the ARPS autumn meeting held at Minehead on 1 October, where participants were the guests of the West Somerset Railway. Incidentally, it was a delight to travel over the former GWR branch which basked in bright sunshine, the nearby Quantock Hills looking their autumnal best.

Turning back to the prize, the three judges awarded *The Tenterden Terrier* 1041 out of 1200

points, making it the outright winner in points terms. Their collective comments were that it is "not quite as good as it used to be, but still VERY professional, just needs a bit more flair. This is still the standard by which the others are measured. Notable is the high volume of supporting advertising, but it's not intrusive due to excellent design. Welcome back! Still good – justified setting would improve it and ads look a bit weak against editorial content. This is as good as ever."

I trust Philip will permit me to say that the credit for this achievement is entirely due to him. *The Tenterden Terrier* may have its critics but clearly it sets very high standards which other railways would like to emulate. As the judges indicate, it is good but there still remains room for improvement. Philip took over as Editor for issue No. 4, way back in the summer of 1974. To maintain high standards over nearly 15 years and 43 issues is no mean achievement. Congratulations, Philip, and may you continue as Editor for many issues to come!

Neil Rose

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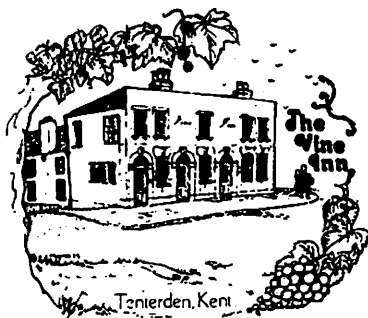


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Santa Sightings

as seen by a footplateman while travelling 'on the cushions'.

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Thus the setting was there again for the start of the 1987 Santa Special season on Dec. 5th.

Since the early hours at Rolvenden, the engines for the day were as clean and trim as could be made on a wet dreary morning, but as that impressive Yankee beastie Maunsel clanked onto the train early for steam heating, all gloom was dispelled. The 'actors' came out from all over the place. We had an excellent clown with 'talking' monkey. "Listen children, he says he likes you." A gorgeous vision of a pantomime Principal Boy materialised. A ticket inspector also, whom always thought of as a sombre character, appeared sporting a tatty wig beneath his cap and beaming at everybody. The portly 'fat controller' of Thomas fame stood there too, with rotund smile to match beneath his bowler. Likewise an all-in-white beautiful young 'Dairy Maid' – very huggable, and a Cafeteria boss who thoroughly enjoyed himself doing just that with Santa's pretty elf. The piped carol music tinkled away to itself on the platform and the fairy lights were on when the Mums, Dads and little ones boarded their train. To complete the cast, Santa, with sack bulging after raiding his 'grotto' came aboard.

The engine crew, a box of six mince pies stashed away to heat amid the boiler fittings, blow the whistle, and the journey of enchantment began. The six-coach train rumbled away down the hill. Little expectant faces pressed noses to the steaming-up windows one minute, and rivetted their eyes to the passageway the next, as Santa and his entourage came through the coach. It didn't take long as carefully wrapped presents had that paper ripped off in haste to reveal the delights of the inside.

Granddads had to demonstrate – all over the train – just how building-brick pictures were put together. Some said they found it easier when they were four-year-olds! The mince pies they and the other adults received gave them no trouble though, along with their cup of punch. "That was nice, I wonder what it was?"

The engine's struggle up Wittersham Bank came and went, hardly noticed, and soon the

jolly little train was back at Rolvenden awaiting its banker engine, an apple-green Austerity, contrasting vividly with the BR black up front. As the day progressed into evening, the final part of the journey became the more impressive, as sparks cascading from engine chimneys fore and aft, the very heavily-laden train was borne back up the hill to its starting point – at maximum allowable speed. Passengers all having enjoyed it, decanted themselves in one noisy hubbub onto the platform amid two steam-seething engines, whose crews having risen to the challenge felt quite pleased with themselves. All those other members of staff, likewise knowing it had been a job well done, plonked down for a rest – before the next 'Off'.

The frantic juggling of engines by the Controller, and the perpetual scampering of the shunter at Rolvenden, in an effort to keep some semblance of timetable, had gone unnoticed.

But, not by all.

Iain Pringle

Fat Controller, Chris Wood, makes the following plea:-

In December 1987 we carried over 10,000 people on the Santa trains, in what was agreed by all concerned to be peak operating capacity for this type of service. Had it not been for the help of a remarkably small number of volunteers we could not have achieved the results we did.

This December, in order to meet the ever increasing demand, it is intended to run a two train service, as we do with passenger trains on summer Sundays. To do so successfully we will need two of everything, including two teams of sack carriers, and two Santas!

Neither of these jobs is difficult. The toy sack carriers do just that, following Santa through the train and selecting the appropriate present for Santa to hand to each child. Santa's job is even easier. You become the centre of attraction and at the same time completely anonymous, because with the cloak and beard in place no-one knows who you really are – you are simply "Santa". Believe me, to see the children's faces shining with excitement and to be able to bring so much happiness is very rewarding.

Volunteers for these jobs, especially Santa, have been invited to contact me on several occasions but to date



Star of "Jack and the Beanstalk" comedy pantomime Joy Launor-Heyes with a young visitor, together with Santa Claus, Viv Bradley and John Liddell (Iain Pringle)

the silence has been deafening! These trains make us a great deal of money and generate much goodwill. People come back not just every Christmas but throughout the year too. Unfortunately, goodwill alone doesn't buy us coal, we need the money too.

What a humiliating disaster if in December with 11,000 booked to travel, we have to return money and cancel trains, because no-one cares enough to help out and be Santa for a day or two! We really do need help. Please do not leave it to someone else - that's what everyone else does!

Please write, or telephone as soon as possible. You will have a thoroughly enjoyable time and become part of a very friendly (though at present far too small) team.



Chris Wood

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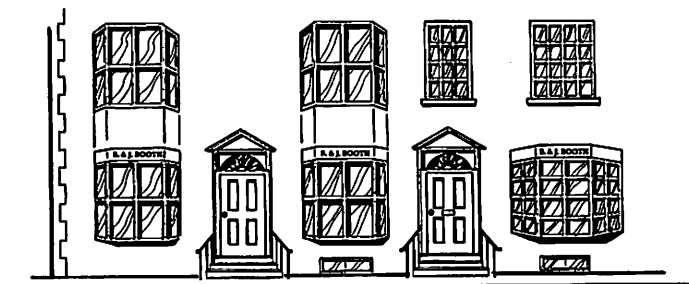
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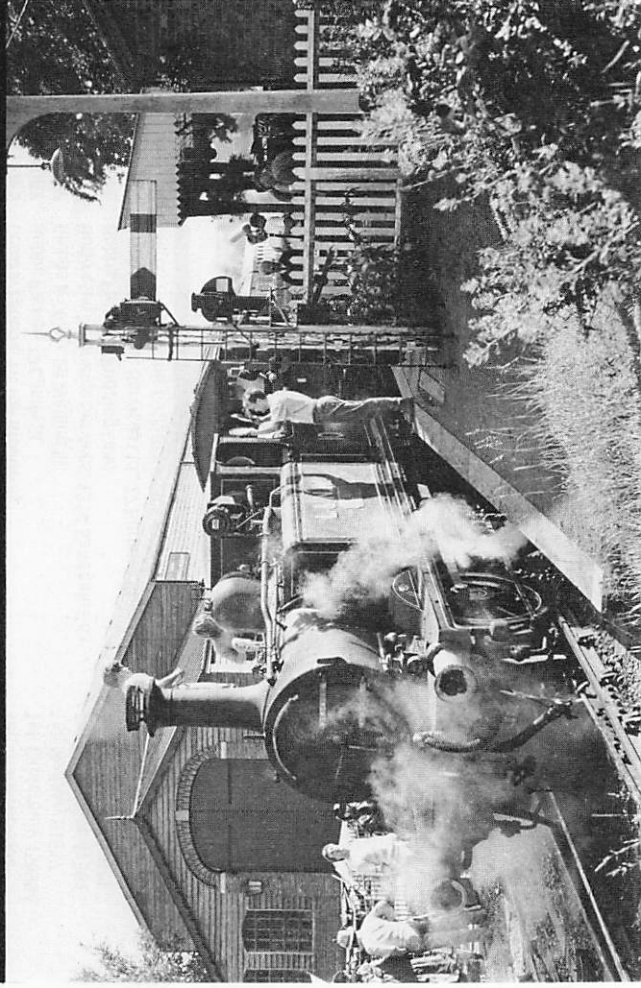
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Around the World in 80 days



photographed by Mike Esau

The Railway was the setting for a recent remake of this film, starring Peter Ustinov who can be seen on the footplate of No. 10 renamed "Shirley Rose" for the occasion, on 3rd August 1988. Railway volunteers provided many of the 'extras', and the L&NWR Saloon had to be specially derailed for the occasion.



The Weston Point Light Railway

The Weston Point Light Railway is perhaps the least known of any engineered by Lieut. Col. H.F. Stephens, no doubt because of its industrial traffic and the fact that it never carried passengers. However, it is worthy of some attention, if only because it is still open for its entire length and is still carrying the traffic for which it was built.

Weston Point, near Runcorn in Cheshire, lies between the rivers Mersey and Weaver and has long been a centre for waterway communication. The Weaver was first made navigable in the 18th century to carry salt from the Cheshire mines and was improved during the latter half of the 19th century to accommodate coastal ships. Docks were laid out at Weston Point and were connected by the Runcorn & Weston Canal with Runcorn Docks, the western terminus of the pioneering Bridgewater Canal which carried coal from the South Lancashire coalfield. The Bridgewater was later acquired by the Manchester Ship Canal, opened in 1894, which also connected with Runcorn Docks. At Runcorn, the Crewe to Liverpool main line of the London & North Western Railway crossed the Mersey and (later) the Ship Canal by a large bridge, opened in June 1868, and a goods branch was built from near Runcorn station towards Runcorn Docks, where it made an end-on junction with the railways of the Bridgewater Trustees (later the Manchester Ship Canal Co.).

The chemical industry at Weston Point began in 1882 when the Mersey Salt & Brine Co. laid down the Marbury brine pipe, to carry brine pumped at Marston, near Northwich, to Weston Point where salt pans were installed to convert it to salt. This action aroused considerable opposition at the time, as it was felt that the prosperity generated by the salt industry should be retained in the area which had to suffer the subsidence it caused. In 1888, the Mersey Salt & Brine Co. became part of the Salt Union, which continued to expand operations at Weston Point; during the period 1899-1910 an average of 66,400 tons a year of pure salt were despatched, 49,500 tons of it by rail. The works – which were built on land leased from the MSCC and served by its railway – were considerably enlarged in 1910 when a vacuum evaporation plant was installed.

In the 1890s, a new industry consuming brine came into existence. Soda had been made from brine and limestone by an inefficient and

unsatisfactory process but in 1892 the chemist H.Y. Castner, in the course of unsuccessful attempts to refine metals, developed an electrolytic process to produce caustic soda and chlorine from brine. The Castner-Kellner Alkali Co. Ltd. was incorporated in October 1895; erection of its Weston Point works began in 1896 and by 1897 the first 1000IP installation was set in operation, taking brine from the pipeline. The materials and equipment to build the works were all brought by road, but a rail connection was soon established by a siding from the MSCC railway, built partly by C-K and partly by the MSCC. C-K paid the MSCC £25 a year for the part it had built itself and a toll of 2 1/4d a ton on all its traffic passing over the MSCC line.

This arrangement was considered unsatisfactory as early as 1900, when the L&NWR offered to build a railway connection at its own expense, but it proved impossible to obtain the intervening land at a reasonable price. In 1902, when a corrugated iron shed for two engines was built at Weston Point, Mr Percy Allen of C-K wrote "I may say that there is a very strong desire among the inhabitants of Weston and Weston Point to have a direct railway connection to Runcorn Station, and I should think that at certain times of the year a considerable amount of traffic would arise from the forwarding of potatoes and general farm produce."

In 1906, C-K put forward to the owners of the two largest of the sandstone quarries in the ridge overlooking Weston Point, the Runcorn & Helsby Red Sandstone Co. and Orme & Muntz, a plan for a siding from the Runcorn Dock branch to connect with the quarry tramways and give direct access to the C-K works from the L&NWR. C-K offered to pay the cost of construction but the scheme again foundered on problems of obtaining land and wayleaves.

Alkali production continued to expand. In 1909, in order to provide a use for surplus chlorine, the Weston Chemical Co. was established jointly by C-K and German interests to make chlorinated organic chemicals on a site to the south of the main C-K works. During the Great War, C-K's output trebled and new products included poison gas and hydrogen gas. In 1915 the Ministry of Munitions placed orders for as much liquid chlorine as could be produced, and the works also made phosgene and mustard gas. Up to 5 million cubic feet a



The start of the Weston Point Light Railway at Folly Lane. The WPLR branches to the left, the line continued straight on to the MSCC Railway and the siding to the Mersey Power Company. Percival Lane Power Station diverged to the right (Philip Shaw)

month of hydrogen was supplied to the Admiralty for use in airships and there were frequent delays in loading and unloading cylinders due to severe congestion on the MSCC railway. The Admiralty complained and suggested a separate railway to the works. Colonel Stephens was brought up from Tonbridge in 1918 to draw up plans for the siding and C-K got as far as reaching an agreement with Lord Ellesmere, the most important landowner, for the railway to pass over his land and obtaining the consent of the local Quarter Sessions to divert various public roads. The work was not started immediately, perhaps because of the end of the War, and the land changed hands soon afterwards following Lord Ellesmere's death. However, although war production was being run down (the Chairman said in December 1918 "It's a comfort to have seen the last of mustard gas"), the output of the

factory was still large and developments in the transport of bulk chemicals made a reliable rail connection still more important. Liquid chlorine was supplied in increasing quantities instead of bleaching powder to the textile and paper industries, and bulk caustic soda was shipped to the C-K sodium plant at Wallsend, near Newcastle.

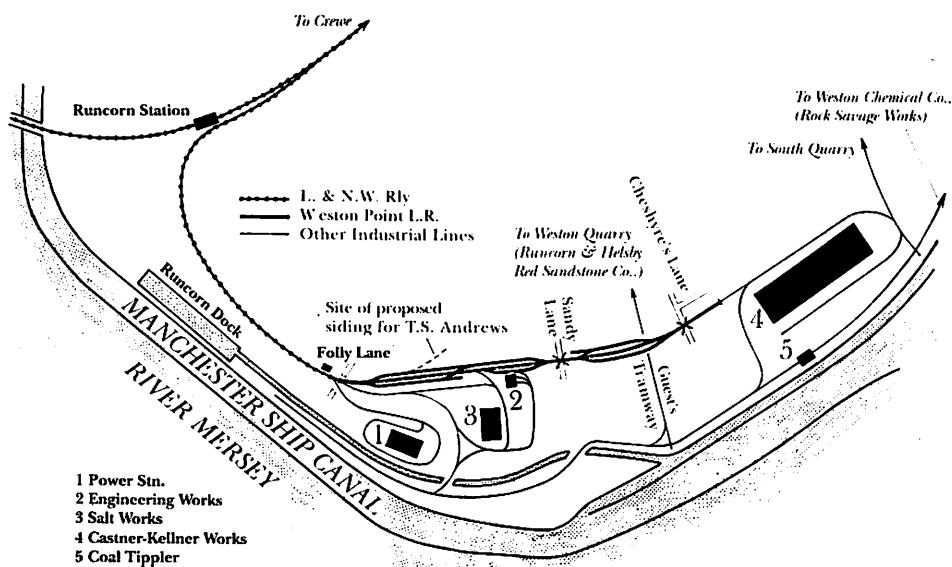
Unfortunately, when a year later C-K attempted to revive the scheme, the new owner of Lord Ellesmere's land, a Mr T.S. Andrews, proved much less accommodating. This resulted in a decision to construct the line under a Light Railway Order giving the promoters (the Castner-Kellner Alkali Co. Ltd.) powers to purchase land compulsorily. Lieut.-Col. H.F. Stephens was again the engineer, and the application was made in January 1920. It was intended to carry traffic not only for C-K and

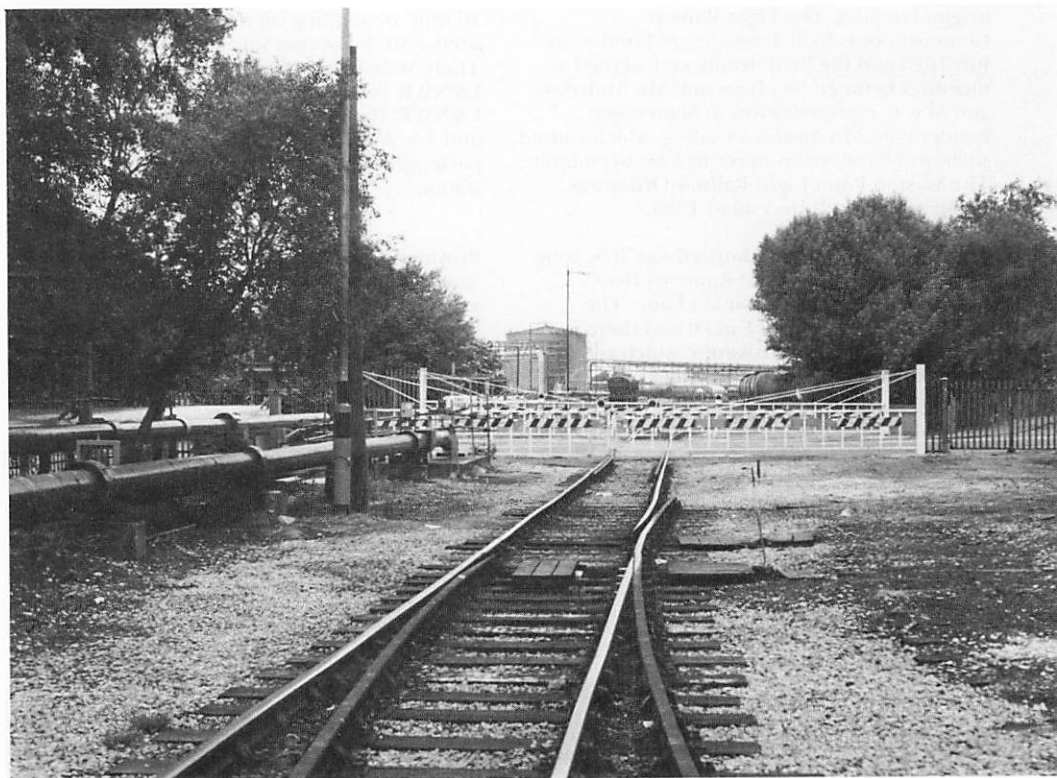
the associated Weston Chemical Co., but also for the quarries, and a workmen's passenger service to Runcorn was also envisaged, as the service of motor buses was considered inadequate. The line was about a mile long and would require two public roads to be diverted.

A public inquiry was held on Tuesday 16 March 1920 at the Greenway Road School in Runcorn before the Light Railway Commissioners, H.A. Steward and A.D. Erskine. Counsel for C-K noted that the works received 159,000 tons a year by rail and despatched 70,000 tons and that all this had to go via the MSCC sidings by a series of shunts. There were days and days when it was impossible to get the traffic away, particularly as the MSCC often used the empty wagons for its own traffic. About 1150 men were employed at the C-K works, many of whom had to walk from Runcorn. Mr. A.T. Smith, who had been the managing director of C-K since 1915, confirmed the poor service provided by the MSCC and reported that Mr. Latimer, of the

MSCC, had said that "the trade from the works was not worth the change of a shilling, and that he would much rather be without it." Mr. Malcolm, who was the managing director of the Salt Union and engineer to the Mersey Power Co., which was about to build a large power station at the end of the Runcorn Dock branch, said that the proposed railway would relieve the L&NWR line and enable other traffic – including his own which was increasing every year – to be dealt with much faster. Support was also given by Runcorn RDC and UDC, the foremen at the C-K works, the Royal Air Force representative at the works and Mr. Savage, who was the general manager of the Weston Chemical Co.

A letter from the Assistant General Manager of the L&NWR, Mr. Jepson, said that the railway supported the application and had agreed terms with C-K. He believed the Light Railway would reduce congestion and the L&NWR was prepared to equip the Runcorn Dock branch





Sandy Lane level crossing looking north

(Philip Shaw)

for passenger traffic if necessary.

Col. Stephens (described as Colonel Charles Stevens by the "Runcorn Weekly News") explained the location of the proposed line, which would present no engineering difficulties. The estimate (£49,842) allowed for about 2 miles of sidings and for passenger traffic.

The main objector was the Manchester Ship Canal Co., which claimed that the Light Railway would divert C-K traffic worth about £3000 a year from its railway; that there was no public demand for it; that the single line of the L&NWR Runcorn Dock branch was already fully occupied with MSCC traffic; and that the C-K works already had adequate railway facilities and could use the Weaver Navigation for water-borne traffic. In short "the proposal was solely an adventure of a limited company and was not in the public interest." The MSCC

asked for a postponement of the inquiry, which was refused.

Other objectors included T.S. Andrews, who insisted on being given the same rights to connect sidings to the Light Railway as C-K had previously offered Lord Ellesmere, and Evans, Sons, Lescher & Webb Ltd. This company, tenants of Westfield Farm from Mr. Andrews, grew medicinal plants and feed for horses and were concerned at the loss of good agricultural land.

The Commissioners decided that the application should be granted as the existing facilities were "no longer adequate or suitable to meet either the needs of the industry which the Promoters carry on or the interests of the public in that industry" and protracted negotiations followed between C-K and the other parties involved, including Capt. Orred, a local landowner who had taken no part in the

original inquiry. The Light Railway Commissioners held a meeting in London in July 1920 and the final details were agreed at meetings between Stephens and Mr. Andrews and MSCC representatives in September. Incidentally, Mr. Andrews's siding, which caused such problems, seems never to have been built. The Weston Point Light Railway Order was finally sealed on 2 December 1920.

The Light Railway as authorised was 7f 5c long from its junction with the Runcorn Dock Branch to a point near Bankes Lane. The maximum gradient was 1 in 80 and there were two public road level crossings, which required gates only if required by the Ministry of Transport. The maximum axle load was up to

16 tons, depending on the weight of the rail used, and the overall speed limit was 25 mph. There were powers to lease the line to the L&NWR and clauses for the protection of the L&NWR, the MSCC, the Salt Union brine pipes and T.S. Andrews. The maximum fare for passengers was 2d, or 3d through to Runcorn station.

Provided with their Light Railway Order, C-K sought tenders for construction of the railway and in April 1921 agreed with Thomas Summerson & Sons Ltd. of Darlington to build the line at a cost of £22,836 11s 4d, excluding land and permanent way, telegraph, ballast and fencing materials. The embankments were to



The present day motive power on the Weston Point Light Railway outside the divisional engineering works. (L to R "Danby Dale", "Richard Barrett" and "R.A. Lawday")

(Philip Shaw)

be built of waste dumped in spoil tips near Bankes Lane by the C-K aerial ropeway and a quantity of large clinker and broken concrete was also made available free of charge as bottom ballast. Lieut. Col. Stephens of Salford Terrace, Tonbridge, was named as C-K's Engineer for the purposes of the contract, although no doubt his responsibilities were usually exercised by a resident engineer. The first 60 chains from the junction with the L&NWR and the reception sidings were to be laid with standard L&NWR track and the remainder with 75 lb/yard flat bottomed rail with dog spikes. The railway was opened to traffic on 22 May 1922, considerably after the completion date of 31 October 1921 specified in the contract.

The line is still recognisable, although the flat bottomed rails soon started to be replaced by chaired track to support heavier wagons, the cattle grids at level crossings were replaced first by wooden and then by metal gates and the original post and wire fencing replaced by "unclimbable" metal fences.

The BR Runcorn Dock branch diverges from the Crewe-Liverpool main line just south of Runcorn station and runs behind the down platform before turning away to the west. Most of the branch is now double track (although it was single track when the WPLR was opened) and it is electrified with overhead wires at 25kV ac. A few chains from the end of the branch is the Folly Lane shunters' cabin, formerly a three-



Warning notice at Cheshyre's Lane level crossing.

(Philip Shaw)

way junction with the WPLR to the left, the MSCC railway straight on and the siding to the Mersey Power Co. on the right. The other two connections have now been lifted, with only a short stub of the MSCC line on which a BR diesel shunter stands between duties. The WPLR drops southwards at 1 in 80 over a bridge known locally as Swintons' Arches and widens into fans of BR and ICI reception sidings, known as Balloon A and Balloon B. The BR overhead electrification extends into the reception sidings, so this is the only line engineered by Col. Stephens equipped for electric traction. West of these sidings a branch to the salt works and the locomotive depot and engineering works connects. The WPLR reverts to single track for the Sandy Lane level crossing, south of which was a fan of five sidings (Balloon C), now reduced to two. A siding near the crossing, Watson's Dead End, removed in 1986, used to provide space for six to eight wagons for a local coal merchant, the nearest approach to the public goods and passenger services which were proposed before the line was built. A further gated level crossing, across Cheshyres Lane (still with an enamelled warning notice headed Weston Point Light Railway), brings the WPLR into a third fan of sidings alongside Bankes Lane, where the line authorised under the Light Railway Order connected with the existing factory rail system

In 1926, Castner-Kellner became part of the Imperial Chemical Industries combine and this led to a curious sequel to the Weston Point Light Railway story in the middle of the Second World War. ICI decided, notwithstanding what might have been thought more pressing matters, that the time was ripe finally to wind up the affairs of C-K, and wrote to the Ministry of Transport enquiring whether the powers granted to C-K by the Order of 1920 could be transferred to the ICI. Although the 1920 Order included a clause permitting the railway to be leased to the L&NWR, there was apparently no provision for transferring the powers, although as a civil servant minuted, "unfortunately there seem to be no note-books, etc. on light railways. I rather imagine the zeal for salvage has outrun discretion and any notes there may have been have gone for pulp." A polite reply to ICI was drafted, indicating that there would be no alternative to a new Light Railway Order but suggesting that further action should be deferred until a more auspicious time.

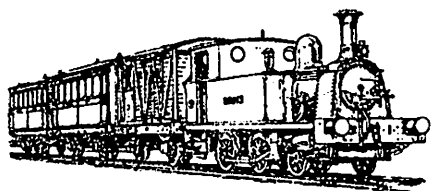
A draft Order was finally submitted in January 1948. Advertisements produced no objections and, following the precedent of the Kingsnorth Light Railway (Transfer) Order of 1929, it was decided not to hold a local public inquiry. The Weston Point Light Railway Transfer Order was made on 9 April 1948.

The 1950s were perhaps the high point of WPLR traffic, when everything needed for the massive complex of chemical works, including ammunition for the rifle club, arrived by rail and the day after a Bank Holiday could find wagons filling every available siding, making the shunter's task almost impossible. By this time, ICI was also providing shunting services for the MSCC which no longer kept a locomotive at Runcorn Docks – a curious reversal of the situation which caused the WPLR to be built. However, although the volume of traffic has fallen off considerably in recent years, the WPLR is still open for its entire length as authorised and is still an important part of the works transport system. The salt works provides 8 to 10 wagons a week, but most of the traffic consists of caustic soda and a certain amount of chlorine being despatched and fuel oil coming in. The locomotive fleet now consists of three Yorkshire Engine Co. 0-6-0 diesel electric shunters, named 'Richard Borrett' (2669/1958), 'Danby Dale' (2714/1958), and 'R.A. Lawday' (2878/1963), the latter recently rebuilt with new cab windows and doors and improved sound insulation.

Writing this article would have been impossible without help from past and present ICI employees who provided information and hospitality, especially Roy Darbyshire, Brian Egerton, Hedley Greaves, N.R. Thompson and P. Widdas. I should also like to acknowledge help from staff at the Cheshire County Record Office, Chester (where some of the Castner-Kellner archives are on permanent loan) and the Public Record Office, Kew.

Tom Burnham

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Letters to the Editor

Matters of Identity

Sir – I was surprised and interested to read Roger Kidner's article (*The Tenterden Terrier*, Spring 1988). I was visiting the Railway in July and was very impressed with the changes that have taken place since my last visit almost five years ago. (So much so that I have become a member).

Whilst at Tenterden I bought the magazine and so came across the article, recognising a photograph of R.A.F. Cranwell station. The station no longer exists but one of the Howlden GNR coaches still survives in a field near Hecklington in Lincolnshire. I have just completed the manuscript for a book about the Cranwell Railway to be published by the Oakwood Press (which was started by Mr Kidner) at the end of the year. Many of the locomotives which worked the line were Manning Wardles, very similar to your own "Charwelton".

Waltham, Lincolnshire

A.J. Ludlam

A Matter of History

Sir – Having read the article by Peter Davis in the Summer issue, I will respond as follows.

In 1947 the reason C Hamilton Ellis was able to write about the "delicious" Kent & East Sussex was not due to Colonel Stephens but to William Austen holding the Railway together whilst it was in receivership, with help from the Southern Railway being prepared to swap 'Hecate', provide suitable carriages and loan locomotives, for example our present 'P' class 1556.

The Directors and members who fought to re-open the line are held in the highest esteem, but please do not think that the present members, including Directors, do not work as hard. As Chairman, I am only too well aware that their output is colossal.

This year some 100,000 visitors will come to the Railway; at a conservative guess 80% of them have no interest whatsoever in our antecedents. I would suggest also that it is good housekeeping to budget for a surplus, however small. Moreover, in the 1980s we are required to work within strict health and safety regulations which did not exist in former days; as well as to operate in accordance with the stringent requirements of the Government's Railway Inspectorate.

At Northiam, road traffic has increased many fold since the line closed in the 1950s; anyone standing at the crossing will be acutely aware that traffic speeds have risen substantially since that time. I must also add that visitor safety is of paramount importance.

Water storage for locomotives at Northiam is essential. A different water composition there creates priming in boilers, which is potentially dangerous and causes many of the operating problems.

In conclusion, the funds raised towards the Railway's extension are thanks to diligent hard work by colleagues and members who have brought reality to past emotions with sensitive planning for Northiam. Dreams will be realised in 1990.

Sidcup, Kent

David Stratton (Chairman)

Sir – Peter Davis's article "A Matter of History" gives much to think about, and highlights the case for the conservation of the archetype Colonel Stephens K&ESR Light Railway which has miraculously survived at Northiam and Bodiam, virtually unchanged from the 1950s.

The contrast between the open and closed sections of the Railway perhaps underlines its problem of identity which has developed since re-opening in 1974 – the Bluebell recreates the LB&SCR and Southern Railway scene, the Mid Hants Southern Region Steam, the Severn Valley the GWR, and so on, but the KESR? Is it now simply another pleasant but unremarkable steam ride for the family, or should it exploit the quaint and delightful Colonel Stephens Light Railway atmosphere which cannot now be found anywhere else in the UK in genuine standard gauge form?

The KESR Prospectus says that the second purpose of the issue is 'to recreate at Northiam a country station scene reminiscent of some fifty years ago'. This can mean anything, but if in reality it was the despoilation of what with Bodiam, is now a unique period piece, this would surely be condemned as insensitive and short sighted by future generations, and against the trend to greater authenticity in the museum and preservation world, readily appreciated by a more discerning public.

Lack of enthusiasm and the need for greater volunteer effort was mentioned in the last issue

of the 'Terrier' and 'Rooter' – could it be that these problems are being exacerbated by a lack of purpose, and disillusionment for a Railway whose primary aim often seems to be for ever higher passenger figures to the detriment of its special light railway character and pressure on resources of all kinds.

Before it is too late the Railway must I feel now ensure, that over the western end of its route, the essence of the old KESR is not lost forever and with it, the ability to fire the imagination of volunteers and visitors alike.

Ham, Richmond, Surrey

Mike Esau

Restoration priorities

Sir – What is the K&ESR trying to preserve? Long gone is the image of Colonel Stephens. But that is not what I want to write about here – it's rolling stock. If one looks around the Railway one cannot be anything other than appalled at the sight of once fine items of rolling stock now only fit for burning.

One item in particular is the G.W.R. railcar. I

can remember its early years on the K&ESR; then it was complete and in working order. Since "preservation", well that's for all to see. Will it be restored, or is it destined for a fate similar to that of the McAlpine crane, shunted off the track at Wittersham Road? Surely, if the K&ESR cannot look after, even preserve, its true historical relics why are they not offered to an organisation that will?

The railcar would be such an asset to the Railway. It could be utilised for off-peak, early and late services and it would also allow steam locomotive crews to prepare and dispose of their charges at reasonable times of the day. For sight seeing or special charter trips surely this is the vehicle for the job.

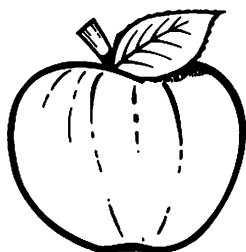
So come on, let's see finances made available for this worthy cause. The Railway must get its priorities right.

Minster-in-Thanel, Kent

A. Wilson

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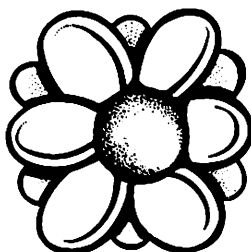
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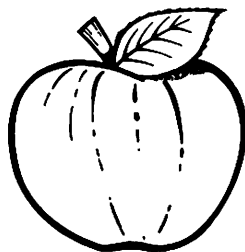
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Countdown to 1990

Graham Patisson Reports on Progress with the Extension Plans to Northiam.

When planning for the extension of services to Northiam started over three years ago, Spring 1990 seemed a long way off. Now with less than eighteen months before the planned reopening, the workload seems daunting – but more about that later.

At a very early stage it became apparent that the Northiam Station of Colonel Stephens' time was totally unsuited to the requirements of the K&ESR in the 1990's. Car parking was non-existent, the platform too short and too low, and the only public convenience drained into the lineside ditch! In short, Northiam Station needed to evolve to cater for the more discerning passengers of the 1990's, and I am sure that if the Colonel or William Austen were still alive, they would be the first to acknowledge that some change is inevitable. Amidst the nostalgia for the past, we must remember that the K&ESR was a rural byway with only a handful of regular passengers – now for the Railway to survive passengers must be numbered in their hundreds each day.

Mixing the past with the economic demands of the present is no easy task – yes, we would all like to see brick-faced platforms without concrete coping stones, but unless anyone has a few thousand pounds spare, the platforms will be built in the most economic manner, using modern-day materials. However, that is not to say that where possible the old K&ESR style will not prevail. The toilet block will be faced and roofed with corrugated iron to match the existing building, hedges will be planted along the back of the platforms, which will be surfaced with gravel, and the Austen-style concrete lamp posts replaced.

Work started on the extension some four and a half months later than planned, in mid-August. The delay was largely due to the need to await the outcome of two grant applications. In the event, we have been fortunate in obtaining an English Tourist Board grant of £45,000 towards the planned cost of over £225,000 – a just recognition of the importance of the Railway to tourism in this part of the South East. Our other application to the Department of the

Environment for a Derelict Land Grant fared less well, for after more than eight months of procrastination by D of E officials, we had no option but to start work and so nullify our application. The alternative of delaying in the hope of a favourable decision would have been to risk losing the ETB grant which requires that we complete and open by June 1990.

To help make up lost time, John (Dill) Durrant, a volunteer steam and diesel driver, has joined the permanent staff on a short term contract as Site Foreman. The team responsible for the extension is led by Paul Wilson as Project Manager, with Dave Hazeldine looking after the civil engineering. Visitors to the site may also recognise another familiar face, Kevin Hickmott, who with his Poclair is undertaking much of the heavy excavation, both at Northiam and along the trackbed.

With the kind permission of the landlord of the Rother Valley Inn, work was initially concentrated on clearing approximately 400 yards of the boundary fence towards Bodiam and regrading part of the adjoining field to ease drainage problems at that end of the station site. With winter fast approaching, the Southern Water Authority were understandably anxious to see work on the trackbed culverts completed, and in early September a decision was taken to concentrate on rebuilding the culverts at the expense of a temporary halt to work on the station site. Two derelict culverts were demolished in quick succession, piped and filled with minestone to give trackbed access to the Petty Foreland Sewer, a major drainage channel near the Rother Bridge.

Excavating the Petty Foreland Sewer culvert to the new levels stipulated by the Southern Water Authority revealed the remains of a typical Colonel Stephens economy measure – wooden foundations. Not surprisingly, with the girders at the top of the culvert removed and the base excavated below foundation level, one of the abutments collapsed. Both abutments have now been demolished, and reinforced concrete pipes laid on a



Culvert renewal in progress to the west of the Rother Bridge, 11th September 1988

(Brian Stephenson)



Northiam Station after the temporary removal of the track, 11th September 1988

(Brian Stephenson)

concrete invert. When work is complete, it will be hard to envisage that around £7000 will have been spent on this one item. Two further derelict culverts between Rother Bridge and Hexden were also demolished and piped in late September.

There still remains a considerable amount of work on the trackbed to clear vegetation, clean out ditches, and fill soft spots prior to relaying track early next summer.

On the Northiam Station site, it is a question of 'watch this space', for by late spring much of the infrastructure should be in place. This will include two platforms of approximately 350 feet in length, and a bay platform of around 120 feet. Car parking will be in the area to the front and adjoining the cottages, with two-way access past the station building and coal yard to the front gate. The toilet block will be accessed via the platform, and will be aligned with the station building, roughly where the present bay siding ends. A small canopy in keeping with the existing style will provide some additional protection against the vagaries of the English summer. The controversial footbridge will be sited

between the station building and the road, with the water tower at the Bodiam end of the station.

Until the basic infrastructure is complete, there is comparatively little scope for additional volunteer input at the Northiam end, but anyone itching to get involved should contact Paul Wilson, who can guarantee endless hours of pleasure building track panels in preparation for relaying! For those of a less physical inclination, there will be the opportunity to help with painting, landscaping, planting, etc., next year – more details in the Spring issue of *The Tenterden Terrier*.

Finally, it would be remiss not to conclude this first progress report without acknowledging the dedication of Rex Stirling-Baker, a youthful 71 year old, who almost single-handedly dismantled the track at Northiam so that work could start as soon as the ETB aid was confirmed. Rex has also been 'site caretaker' for the past few months, and his presence has undoubtedly helped to discourage light-fingered visitors – thank you Rex.

(To be continued)

Behind the Scenes

A brief look at membership administration by Norman Johnson

Responsibility for the administration of membership of The Tenterden Railway Company Limited is as follows:-

A – K Renewals (managed by Alan Piggins).
L – Z Renewals (Lorna Johnson).
In addition Banker's Orders and Deeds of Covenant are overseen by the Deed of Covenant Administrator (Douglas Edwards), all three positions having overall responsibility to the Membership Secretary. The latter also handles, inter alia, New Membership applications.

The Railway and its membership has expanded over the years; manual records have been superseded by computer – stored data but for some time this was used for names and addresses only with the subscription payment record maintained manually as before. Whilst the time – saving advantage of name and

address labels at mailing times was obvious, it would be beneficial to extend computer coverage to embrace all aspects of membership. Thus, during 1987, the record was updated to include full, pertinent, particulars including subscription payment details. The subscription data input is carboned from the cash returns thereby saving time but also having the major advantage of much greater accuracy than hitherto. Computer space is provided by a professional Tunbridge Wells based company.

The computer programme has total flexibility. Should an edited listing of a certain membership category be required, for example of banker's order subscribers, or covenantors, or indeed a combination of both, this is readily obtainable. A particular advantage is the ability to obtain name and address labels in alpha, numeric, postcode or area of residence order. The latter option saves at least two hours

manual sorting and checking of envelopes following labelling.

Winter is a particularly busy time, subscriptions becoming due on 1st January. Membership subscription forms are despatched with the November mailing, the bulk being returned with accompanying remittances by the end of February. In addition, banker's order payment advices are received in prodigious numbers during January. This means virtually full-time concentration for a period of three weeks or so in order that membership cards and subscription reminders to non-payers can be despatched with the early March mailing prior to the commencement of the new operating season. The 'reminder' aspect is particularly important as it is a requirement that all volunteers are fully paid-up members of the company. A further reminder is sent in July to those whose subscriptions are still in arrear after which membership is deemed lapsed and the defaulters' names are erased.

The position of Membership Secretary also involves recording various changes such as of name, address, type of membership, method of payment. Various queries inevitably arise and must be followed through to a satisfactory conclusion. In addition to the three main 'Terrier' mailings per year, a fourth mailing is prepared in connection with the Company Annual General Meeting.

The Volunteer Registration Scheme is an important part of the Membership Secretary's function as it is associated with what is often a new member's initial contact with the Railway other than as a visitor or fare-paying passenger. 'Just turn up and make yourself known' is rarely enough. The scheme is designed, therefore, to effect a firm introduction between the

volunteer and the manager of the chosen department. The follow-up procedure, to ensure that contact between the two parties was, in fact, established, is of the utmost importance.

From the foregoing it will be apparent that Membership Administration is busy and time-consuming, nearly all the work being undertaken in the officers' homes.

Finally, an explanation of the digits which appear on each envelope label. An example will illustrate:-

12345 10 0 01 means
Membership Number 12345; Membership Type 10 ie. Full; Payment Method 0 ie. by cash/cheque/postal order; Area 01 ie. Tenterden Address.
Commonly used codes are as follows:-

MEMBERSHIP TYPE

- 10 Full.
- 20 Associate (under 18 years, not Family).
- 30 Covenanted subscription.
- 40 Family.

PAYMENT METHOD

- 0 Cash/cheque/postal order.
- 9 Banker's order.

AREA

- 01 Tenterden.
- 02 Ashford (Kent) and so on.

In addition, an alpha code is applied where two or more members (Family excepted) reside at the same address. In the interest of postage economy, two or more mailings to any one address are despatched under one cover. Code M indicates that each member requires his/her own individual mailing, ie. Multiple content, whereas S indicates that the members have opted to share a Single mailing.



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Signalling at Rolvenden

Part 2 - A tale of three boxes.

Ian Legg describes the origins of the signal box now nearing completion.

When the S & T Department had nearly completed the signalling at Wittersham Road, thoughts turned to the next project. After discussion with the Directors it was decided to start work signalling Rolvenden. This would permit a more even pattern of two train service than was possible passing only at Wittersham Road, as well as allowing a more frequent service when the line to Northiam opens.

Meetings were held with the Permanent Way, Commercial and Operating Departments to determine their requirements and to consider the options available. The actual reasons for choosing the layout and signalling as built will be dealt with in Part 3.

While all the plans were being drawn up for the layout, a start was made on restoring a suitable lever frame. Rough sketches of the various signalling possibilities indicated that about 30 levers would be required. A few extra levers to allow for any future alterations would have been better but the size of the box was restricted on

cost grounds. Of the frames we had in store only two were of the appropriate length. One of these was more suited to a low based box, such as planned for Northiam – in fact the intention there now is to use the Dutton frame recovered from Wadhurst in 1987. Unfortunately, the other frame was missing its locking, which would be difficult to manufacture.

What we did have though were two frames of the same make, with only minor detail differences; these could be amalgamated to construct a single frame of 30 levers. These frames are of Stevens pattern which is a fairly simple but robust type. One frame came from Gipsy Hill on the West End of London and Crystal Palace Railway, later the London, Brighton & South Coast Railway, while the other was from Westgate-on-Sea on the London, Chatham & Dover Railway's line through Thanet to Ramsgate. The former frame was built on metal girders, the latter on wooden beams; the girders have been reused with extra



Erecting the timber framework for Rolvenden Signal Box on 12th April 1988 (David Stubbs)

holes drilled in them to accommodate additional levers. A brief history of the boxes at each location follows.

Gipsy Hill

The station opened with the line in December 1856. The box dates from 1881 and photographs suggest it to be a Saxby & Farmer type 5, being bricked to window level and having a hipped roof. Originally the frame would have been to Saxby & Farmer design. The frame we have is a replacement, evident from the girder on which it rested, wood being normally used until the 1930s. The frame parts suggest it was reconditioned, probably coming from South Western lines where equipment by Stevens & Sons was used extensively. During signalling and track modernisation by the Southern Railway in the 1930s, worn out frames were scrapped or completely refurbished. The signal box was closed on 13 July 1969, control passing to Norwood Junction, subsequently to Victoria.

The box was located on the down side at the Norwood end of the platform, with a refuge siding in front of it. This siding was later used to stable electric stock between the business peaks. On the up side was a goods yard with two connections onto the up line; only one crossover was provided. The down inner home signal was a half bracket carried across the refuge siding. The up distant was located in Crystal Palace tunnel, being an early example of a colour light signal. Diagram A shows the signalling arrangements.

Westgate-on-Sea

I have been able to unearth more information about Westgate, mainly from Board of Trade records (MT6 files) in the Public Records Office, Kew. The earliest records date from the installation of a second crossover in 1906. This was situated beyond the station in the Birchington direction, controlled by an open ground frame, and enabled the dangerous practice of towrope to be discontinued. The box was described then as having 22 levers of Stevens pattern, one lever being spare. The signalling and locking had been revised to abolish the use of point indicators. An adjoining level crossing was worked by gate wheel and bolted from the box. The ground frame, which was later enclosed, was of 5 levers, the first of which worked in conjunction with a bolt lock from the box. A second lever controlled the points, two more levers worked shunt signals, while the last was a slot (see *

below) on the up advanced starter; other signals were slotted by the shunt signals as well. The down home signal was provided with a tall post with a repeater near the base, while the up starter was suspended from an overbridge at the end of the platform. Originally the shunt signals would have been miniature arms but these would have been replaced by the familiar disc in the 1930s; at the same time the signals would have been converted to upper quadrants and the ground frame reduced to three levers: - 1 - release, 2 - spare, 3 - crossover points, movements being controlled by handsignals. Control and locking were converted from mechanical to electric.

In readiness for electrification, the platforms were extended in 1959 as far as the level crossing, the down dock siding being cut short at the crossing. A new standard Southern 2-lever ground frame with electric release was provided for the new enlarged down sidings, situated near to Margate. The signalling was much reduced, being replaced by two colour lights in the down direction and just one in the up. The ground frame operated crossover was abolished, along with the up side sidings. When track circuit block was introduced on 19 July 1959, the down starter and up to down line shunt were released by Margate box. The construction of a new road bridge meant the closure of the level crossing and also the signal box on 4 June 1962. The frame was later acquired for the K&ESR at a cost of just £5.00. See diagram B for the signalling layout.

Attention turned to a suitable design for Rolvenden, it being decided to build a completely new structure. In October 1984 an opportunity arose to obtain spare parts for the Stevens frames from a box at Coulsdon North which was due for demolition under the Three Bridges resignalling scheme. Having obtained all the parts that we needed, we looked at the building itself. It appeared to be a simple but typical design which we thought would look good at Rolvenden, in a somewhat smaller form. Drawings were obtained and amended. The height was reduced and the length shortened to house a 30-lever frame, together with single line block instruments. The width remains about the same as the original. Thus, the new Rolvenden box closely resembles that at Coulsdon North.

The original was built in 1899 for the opening of the L.B.&S.C.R's Quarry Line avoiding Redhill, the box controlling the junction with

GIPSY HILL

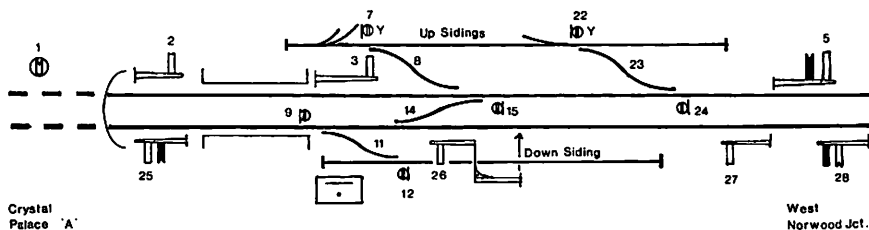
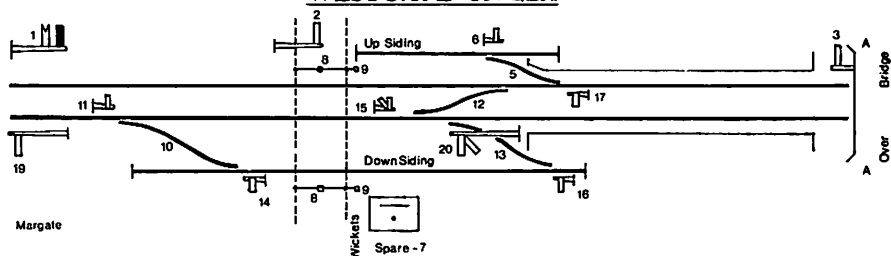


Diagram A

Sp are - 4,6,10,13,16,17,18,19,20,21

WESTGATE-ON-SEA



- 15 Slot Lifted By 12 or 13 or ②
- 20 Back Slotted By ②
- ② Back Slotted By 20
- ④ Slot Lifted By ④ or 17

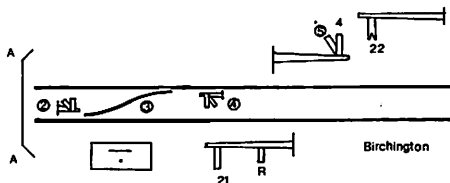


Diagram B

Release 18
Overlook ①
Small Frame

Source - MT6/1518/7 Date - 7/9/06

the South Eastern & Chatham Railway's lines.

Until 1923 the location was known as Stoats Nest. The box was built by the Railway Signal Co to a L.B.&S.C.R. design (type 3a) of the period. The box had a split level leadaway for rodding and wires because of the different track heights on either side. The design comprised brickwork to floor level, timber above with large windows nearly all the way around, topped by a hipped roof. The frame faced the S.E.C.R. tracks so the signaller had his back to the Quarry line and the station. Over the years it gradually lost much of its mechanical signalling, finally closing on 9 October 1983.

Rolvenden box will use many of the Coulsdon

North features, such as the windows and recessed brick walls. Provision is being made in the design of the balcony for an outside toilet to be added at a later date. Internally it will resemble a typical Southern installation with authentic fittings.

* A slot is where a signal can be controlled by two or more levers. All levers must be reversed before the signal will clear.

(To be continued when the Rolvenden signalling scheme is completed)

Any further information that readers can provide will be greatly welcomed. Please send to the S&T Dept., Tenterden Town station.

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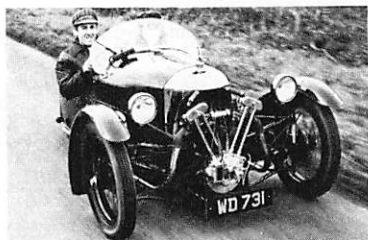
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Getting Tanked Up

Our archives contain many documents of immediately obvious historical value. We have also inherited large numbers of documents whose historical value is not so immediately obvious: goods receipts, cheques, invoices, demurrage claims and the like. John Miller, our Archivist, was recently making his painstaking way through these drifts of ephemera, classifying here and filing there, when he came across three related items of more than nostalgic value.

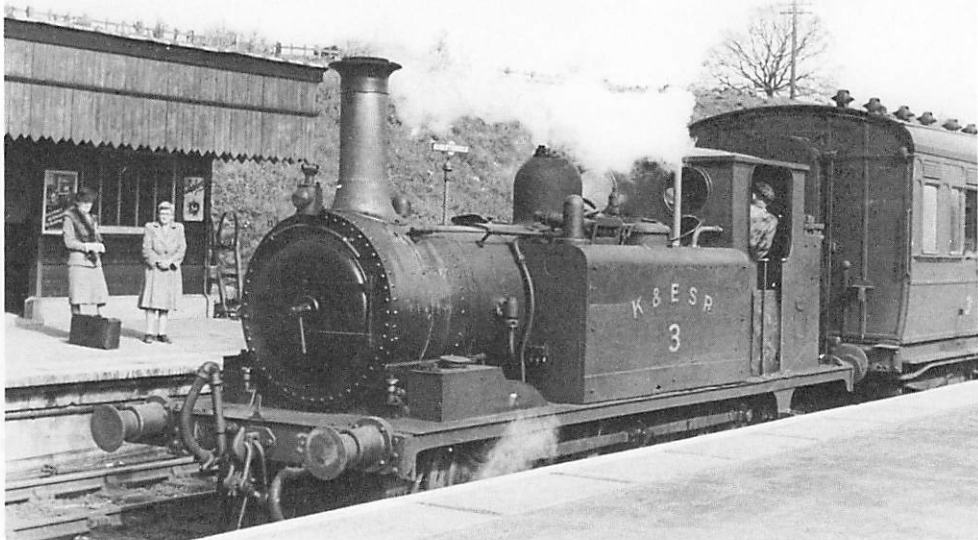
These consisted of an invoice from the Shropshire & Montgomeryshire Railway to the Kent & East Sussex, a cheque in payment of the invoice and the Shropshire & Montgomeryshire's stamped receipt for same. The transaction in question concerned the sale to the Kent & East Sussex of "2 Tanks for 'Terrier' or 'A' Class Engine @ £1.10 each." and took place in September 1941.

According to the Kent & East Sussex Locomotive Mileage Register, the line's surviving 'Terrier', No.3 *BODIAM*, had last run on 10th June 1941 after a period of increasingly intermittent use during 1940. Since this left the line with only one locomotive of its own, 'Saddleback' No.4,

there was obviously some concern to get *BODIAM* back into service without too much delay. In the event it was not until 22nd September 1943 that *BODIAM* was despatched to St Leonards for rebuilding and not until 7th March 1944 that *BODIAM* returned to service on the Kent & East Sussex.

Whether it was a shortage of cash, a shortage of skilled labour or a shortage of parts that delayed *BODIAM*'s rebuilding is not yet clear. It may very well have been a combination of all three. However, we obviously now have evidence that the Shropshire & Montgomeryshire was the probable source of some of the parts that went into *BODIAM*'s rebuild. To this day there is clear evidence of the left hand tank having received extensive attention during the St Leonard's rebuilding with what appears to be a welded patch running the entire length of the bottom of the tank. Whether this was the result of amalgamating one of the Shropshire tanks with the remains of *BODIAM*'s own tank is not clear. Nor is it certain whether the right hand tank is that obtained from the Shropshire & Montgomeryshire or the original. Does any reader have any more information regarding the rebuilding at St Leonard's?

ACCOUNTANT'S OFFICE,			
19th September, 1941.			
Kent & East Sussex Railway.			
DR. TO THE SHROPSHIRE & MONTGOMERYSHIRE RAILWAY CO.			
Shropshire and Montgomeryshire		Railway Company and forwarded to 23, Salford Terrace, Tonbridge, Kent.	
TO/-	2 Tanks for "Terrier" or "A" Class Engine. @ £1.10.0 each.	£.	s. d.
		3.	- -
			Σ
E.&O.E. NS.35515.			
	CHARGE TO ABSTRACT BA		



"Bodiam" in the down platform at Robertsbridge on 26th April 1947, showing the evidence of its tankside surgery. Shortly afterwards it left for a further rebuild at Brighton (H.C. Casserley)

Which of the Shropshire & Montgomeryshire's "Terriers" provided the tanks is another mystery. No.9 *DAPHNE*, originally L.B.S.C.R. No.83 *EARLSWOOD*, can be eliminated as it had been purchased by the Southern Railway in January 1939 and spent the War at Eastleigh with its tanks still firmly attached. The other two, No.7 *HECATE* and No.8 *DIDO*, originally L.B.S.C.R. Nos.81 *BEULAH* and 38 *MILLWALL*, had been taken out of service as long ago as 1930 and had been substantially

dismantled by 1934 with most reports alleging the disposal of the last parts in 1939. However, the yard at Kinnerley was as well littered with spare parts as Rolvenden usually was and it is perfectly possible for two tanks to have gone undetected in the undergrowth. *DIDO* is probably the more likely candidate of the two as there were reports that this locomotive's tanks were amongst the last components still at Kinnerley in 1939.

283
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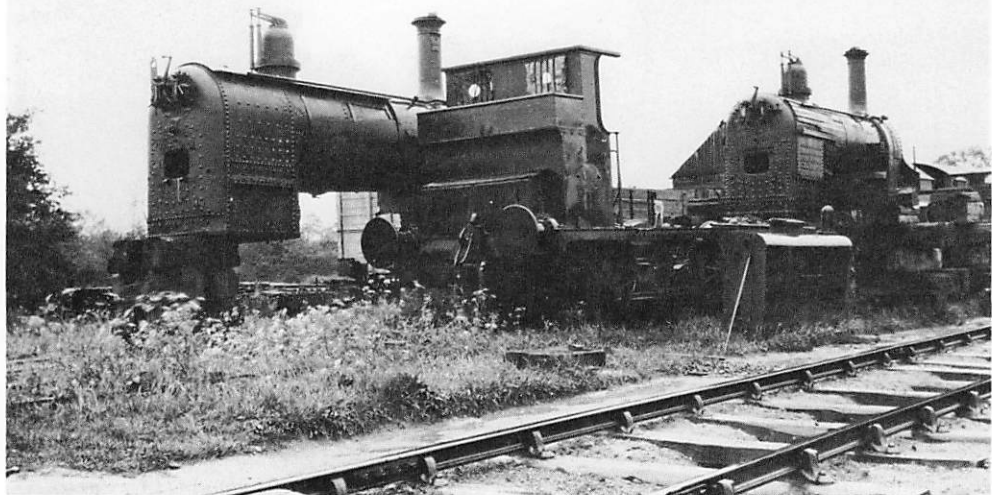
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"Hecate" right, and "Dido", being dismantled at Kinnerley in 1931 (Author's collection)

Which of the two Railways got the better bargain from this transaction is arguable. The Shropshire & Montgomeryshire disposed of two assets for which they had no use while the Kent & East Sussex obtained two very useful items at a bargain price.

What is certainly not open to question is that any Railway needing to dispose of two genuine Stroudley tanks today could hope to get a little more than £3 for their pains!

Stephen Garrett

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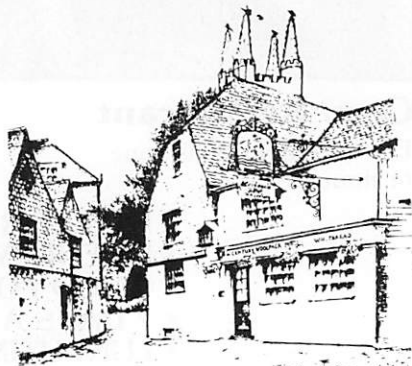
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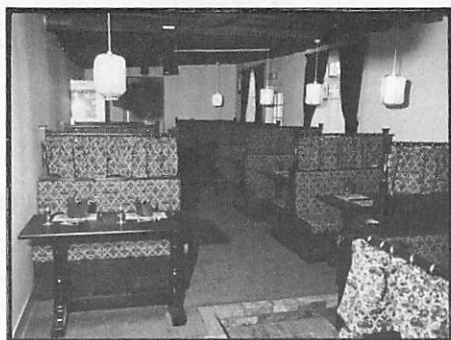
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