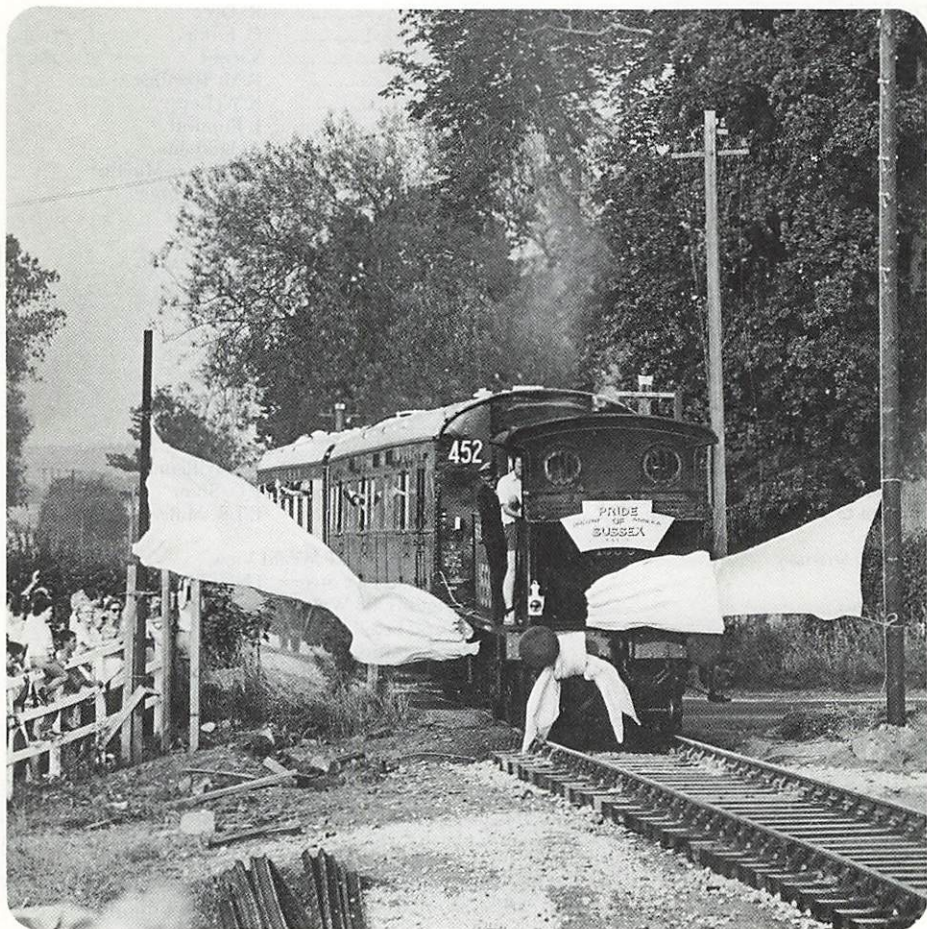


The Tenterden Terrier



Number 50

Winter 1989



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

Bodiam Castle

A National Trust Property



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

Telephone Staplecross (058083) 436.

Great Dixter

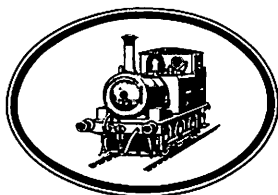


The 500 year old manor hall is open every afternoon (except ordinary Mondays) from 24th March to 15th October, also weekends October 21/22, 28/29 2 p.m. to 5.00 p.m. (last admission 4.30 p.m.). The gardens, well known for the wide variety of plants is open earlier at 11 a.m. on May 27/28/29, Sundays in July & August, also August 28th. Some of the unusual plants have won awards at the Royal Horticultural society shows in London. *11/2 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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Editorial

Our fiftieth issue

In the Spring of 1973 *The Tenterden Terrier* was launched as a replacement magazine to *The Farmers' Line*—the Company newsletter. By then, the Light Railway Transfer order had been applied for and "Bodiam" celebrated her centenary. The four original Maunsell restricted 1 carriages were restored, repainted and ready for service, whilst the Tenterden to Rolvenden section of the permanent way was receiving final attention from Gordon Laming and his group of forty youngsters from South East London. (Where are they now?)

Some 1400 members of the Company received the first issue of the magazine—around 1000 fewer than now, but growth has certainly not matched that which has been achieved in passenger numbers. Two things have not changed much over the years—firstly the percentage of members prepared to do anything, then, as now, around 5%, and secondly, the Editor, who has been in office since issue number 4.

* * * *

The cumulative index for issues 36 to 47 (1985 to 1988) is included this time and is intended to be detached for binding purposes. Many thanks to Tom Burnham, who once again compiled this invaluable source of reference.

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Graphics by Vandyke Design
Printed by L & T Press, Luton
1989

FRONT COVER: *Breaking the Ribbon at Northiam. Pride of Sussex heads the special train over the extension into Northiam Station on 23 July 1989, in connection with the filming of the T.V. programme "Challenge Anneka!"*
(Brian Stephenson)

FRONTISPIECE. 30065 "Maunsell" approaches New Mill Bridge on 11 June 1989.
(Brian Stephenson)

Lineside News

Compiled by Neil Rose

1989 will be recalled as a year of mixed fortunes.

On the credit side the highlight was undoubtedly the Extension fortnight, proving conclusively what can be achieved. "Challenge Anneka" provided the publicity coup of the year. Septembers Tenterden Steam & Transport Gathering, somewhat confusingly held at Rolvenden, was a qualified success story, well staged and fairly profitable despite only modest attendance. Rolvenden signalling should be completed by end-year, providing much greater operating flexibility. Rolvenden staff have started on their second round of major ten-year locomotive overhauls. The C&W Department has turned out two fine Maunsell coaches and RU 'Diana'. Rolvenden station has reopened again and Wittersham Road returned to its rural normality. Despite the long hot summer, visitors have kept flocking through the gates at Tenterden.

On the debit side staff resources have been stretched very thinly; we survived the weekday running season—just. Wealden Pullmans, our flagship operation, have proved difficult to staff, as have educational days, relying upon a handful of members to act as guides; schools' traffic has fallen for reasons outside the Railway's control. The burden of management has continued to increase, with responsibility resting on all too few shoulders.

Finance is the gravest cause for concern. A serious cash flow deficit has arisen, caused in part by a shortfall in Extension fund raising as well as overspending by some Departments. An embargo on capital expenditure was enforced during the summer, except for certain priority projects.

The Railway's borrowings range from a forecast end-year overdraft to the former BR mortgage which has been taken over by the Company's bankers. The situation is worsened by escalating interest rates which mean that a significant proportion of the Railway's revenue must be used to service its debt. There is no rapid or easy solution and the prevailing monetary conditions may well get tighter.

One thing is clear. Cost benefits of schemes will play an essential part in management decision making for the foreseeable future and some members may well feel aggrieved that their own pet projects remain on the sidelines. Certainly 1990 will not be an easy year from the financial standpoint.

Chairman

The Chairman, David Stratton, writes—

"I am sure that most of you have read very closely Gary Barker's articles 'Northiam, Here We Come' and 'Northiam, Here We Are!' in the last two issues of The Tenterden Terrier. These well precis an enormous operation that has taken three years, a considerable sum of money and many thousands of hours of physically exhausting work.

We should look at this successful exercise in relation to the growth of the K&ESR over recent years. It has grown dramatically as a business whilst the increase in traffic has been contained within sensitive operating parameters; it has grown in the number of major civil engineering projects that have been completed; it has grown in respect of overhaul and restoration projects that are now regularly undertaken in the workshops at both Rolvenden and Tenterden—both sites, incidentally, much improved and tidier despite increased workloads. Indeed staff in all areas of the Railway are putting in tremendous effort and energy to ensure success. Yet in the background remains the financial aspects of the business; management, operation and each individual's enjoyment ultimately depends upon the efficient deployment of tight cash resources. All this results in various pressures felt by working volunteers at all levels.

Once Northiam is completed, there are two specific areas which I would like to see tackled as priorities. The first is permanent way. Under the present PW management there has been great progress but much more work is needed to bring track up to a high standard along its whole length.

The second is the Railway's coaching stock. Restored Maunsell and Pullman coaches show the high standards that can be achieved by a small workforce. Yet around the Railway there are numerous old coaches in various stages of mouldering decay, crying out for attention. Armchair members complain of the monotony of Mark 1 coaches but they serve us well. The rest of the fleet provide opportunities for many more members to apply their energies in getting wheels turning again. We have the



Rolvenden Loop and Signals await Commissioning of the signal box on 30 September 1989.

(Brian Stephenson)

equipment and an enclosed workshop; please will you supply the labour?

As one of my closest colleagues remarked, we are not just preserving a Colonel Stephens railway, we are continuing its history. The rest is up to you."

Steam Locomotives

This autumn's news about the steam locomotive fleet is as follows—

No. 3 (32670/Bodiam): Formal boiler contract to be agreed before repairs can start. Some motion repairs are also needed.

No. 8 (Knowle): Work resumed in September and progress has been made on the trailing axle-box horns. Work proceeds as and when other jobs allow.

No. 10 (Sutton): Seems to be popular at Tyseley as it is staying in the Midlands until Christmas.

No. 11 (1556): Available for service with boiler inspection due in early December. During the

summer took to the road, travelling to Orsett Show in Essex by low loader.

No. 14 (Charwelton): Boiler repairs at Butterley have been delayed following a machine failure at the firm producing a new radiused copper plate for the firebox.

No. 19: Norwegian Locomotive Trust members have been kept informed about the further work found necessary on the boiler. Hopes were raised by news of its hydraulic test on 8 June, only to be dashed when leaks occurred from several of the flexible stay caps on the firebox outer wrapper. All 104 stay caps were removed for examination when 15 stays were revealed to be loose; these have to be replaced and a complete set of caps fitted. This extra work was not allowed for in the original contract—although a number of stays had been removed for examination—and the boiler will not be returned to Rolvenden until the experts, including the boiler inspector, are satisfied that all is well.

Modifications to the tender's water space, involving much welding by Adrian Landi, have

been necessary so the tank and bunker may sit properly on the frames; the latter had been built up and bolt heads occurred in awkward places.

The front and side plates of the loco-mounted part of the cab are in restorable condition; the wooden roof is in a very poor state and will be replaced by a metal one which will give more rigidity to the structure. When No. 19 was dismantled there was a rear section to the cab mounted on the tender and full length side doors to afford protection from arctic weather. The components were in bad order and scrapped. They will not be replaced on rebuilding and it will be interesting to see how the locomotive looks with an open cab to the rear. It will be perfectly feasible to replace the missing components at a later date.

The extra work increased costs and the Trust is now somewhat short of funds. At least £2,000 is needed to meet the final boiler bills; new Trust members, or donations, will be gratefully received. Cheques, payable to the Norwegian Locomotive Trust, or requests for more information, should be addressed to Tony Pearson at Tenterden station.

Fund raising activities have included a Wealden Pullman in aid of the Trust on 15 September and participation in "Elephants & Engines" on 30 September. The latter was a talk, supported by film, by David Shepherd, the celebrated wild life and locomotive artist. A full audience at Homewood School were well entertained for the evening, with David Shepherd's prints and books being purchased like wild fire. The proceeds were shared between the World Wildlife Fund, the East Somerset Railway and the Trust. David Shepherd spent the following day on the K&ESR, his first visit to the line.

No. 21 (Wainwright): Work on the chassis and motion has been completed. The next major project is the boiler which was exchanged with that on No. 22 in 1978. Work is due to start in November and is likely to be a very long term project, costly in terms of volunteer resources and money.

No. 22 (30065/Maunsell): In service, with boiler inspection loomin after Christmas. It was used regularly on Extension ballasting duties.

No. 23 (191/Holman F. Stephens): Withdrawn for ten-year boiler examination and overhaul at

end-September. It has run about 13,000 miles over the past decade, making it the Railway's most used locomotive; expressed another way the mileage represents over 1,500 return journeys along the line. As part of the overhaul, boiler repairs will be undertaken away from Rolvenden by a contractor. Other work includes the fitting of a new bunker, smokebox, ashpan and springs. It is intended to return the locomotive to running order as quickly as possible and it should be seen in service again during 1990.

No. 24 (William H. Austen): Overhaul is complete except for finishing its repaint and minor embellishments. Its striking new livery of maroon with yellow and black lining out has already received favourable comments. Return to service is imminent.

No. 25 (Northiam): Performing reasonably well. It suffered a lost regulator linkage pin on the last of the daily running days and the Class 14 had to deputise. All six springs were replaced during September. Due for an annual boiler inspection in the New Year.

No. 26 (Linda): Serviceable, needing a few minor adjustments. Also due for inspection in the New Year.

No. 27 (Rolvenden): News comes from Tenterden about this refugee on static display. Owing to excessive wear on the fire hole doors, caused by junior engineers looking in the firebox, the C&W Dept have had to replace various split pins.

Diesel Locomotives

On the diesel fleet the following news is reported:

No. 40: The BTH Bo+Bo has been out of service since its derailment during the Extension fortnight. Repairs are needed to a traction motor cover and it is intended to replace the bogie springs as the existing sets are now life expired.

No. 41: The "Rowntree" Ruston is still undergoing repairs having had problems with gasket sets and its fuel pump. It is expected back in service shortly.

No. 43 (Titan): The yellow Drewry 0-4-ODM is running well, some attention having been given to the electrical equipment.



Simon Long sand blasting the water tower, obtained from London Regional Transport in January 1988.
(Brian Stephenson)

No. 46: Or is it No. 47? There is still some doubt whether it is former BR Class 03 D2023 or D2024 in the shed undergoing repair! Your compiler admits to adding to the confusion in past issues by referring to each indiscriminately and would welcome someone putting the record straight once and for all. Whichever it is, there has been more preparatory work before starting the engine to run in the jack shaft bearing. Otherwise much of the painting is completed.

No. 49: Ex-BR Class 14 D9525 has seen considerable work over the past few months. In mid-summer problems were experienced with the transmission and low engine oil pressure. The services were obtained of a professional engineer who had worked on the class when at B.S.C. Corby and more recently in preservation. A variety of problems were found to cause the low oil pressure and remedial work included the replacement of fuel injectors, recalibration of the engine governor and fuel pumps; the oil cooler was found 80% blocked up. The reluctance of the Voith transmission to change gear was traced to two small restrictors placed in the high pressure oil lines, apparently fitted by the N.C.B. to reduce speed. Other defects were attended to before return to traffic since when it has performed well. It has run over 100 hours in service since repairs and has deputised for failed steam locomotives on passenger services.

During September it was repainted, and now looks very attractive in BR two-tone green, including lion-and-wheel emblem on the cab sides.

Travelling Cranes

Major repairs have been carried out to No. 133 (10ton Taylor & Hubbard DS451) after failure of its travelling gear and is now back in service. This crane worked throughout the Extension fortnight, during which time No. 145 (10ton Grafton DS1770) suffered damage to its drive shaft and bearings, resulting in it being out of service pending repairs. No. 151 (36ton Ransomes & Rapier 81S) is serviceable.

Rolvenden Depot

The rail-built fence, along the field boundary, has been extended to the road entrance following an incident with the forklift which damaged the wooden fencing. The forecourt's appearance has been made much tidier by the installation of a new steel plate and bar storage

rack and a concrete sleepers scrap area.

Automatic lubricating oil dispensing reels have been fitted making oiling up and preparation easier. After Christmas it is planned to start building a second outside pit, this time close to the present mess room. Future plans include the provision of a new mess, changing and locker facilities in the shed extension, the frames of which abut onto the platform; a viewing gallery, allowing visitors to see within the shed, will be incorporated.

Following the completion of the Rolvenden water column, adjacent to the level crossing, attention has turned to the new column for Northiam. It has been brought to Rolvenden for overhaul, with erection planned for the turn of the year. Michael Harman and Simon Long have put in many man-hours at Northiam building the foundations.

Rolvenden platform has been completed except for a tarmac top dressing, enabling it to be used again by passengers. Saturday 23 September saw the first stopping service trains for almost two years. SR design lamps along the platform and over the entrance gate have enhanced the station furniture and are especially effective after dark.

A report on Rolvenden's venture into showmanship during September appears elsewhere in this issue.

G.W.R. Railcar

The Railcar is now berthed at Tenterden, near the C&W Dept workshop. The panelling on the driver's end nearest the shed has been stripped off to be replaced with galvanised steel panels. The roof sheeting above has experienced only minor rusting and is repairable with sound timber framing beneath.

A major problem is splitting of the timber bodywork caused by rusted screws. For example, the horizontal beams running beneath the windows on both sides, to which the upper and lower body panels are fastened, are badly damaged and need complete replacement. The hardwood for the beams has arrived and will be fitted once further steel panels have been removed. This will introduce stability to the body structure when work starts on the vertical timbers. Unfortunately, many mortices on these verticals will require replacement where they meet the tenon of the



*Paul Wright applying the final touches to the varnish of No. 49 on 30 September 1989.
(Brian Stephenson)*

underframe timber cross members. All steel screws, bolts and brackets are being replaced. Attention is also focused on the complete replacement of the electrical wiring, now showing its age after 50 years.

Skilled carpenters are eagerly sought and anyone willing to assist on an occasional basis will be made most welcome; please contact the project organiser, Andrew Webb. Their talents are also wanted by the C&W Dept which seeks to reduce the queue of unrestored wooden-framed vehicles.

Carriage and Wagon

No. 69 Mk.1 RU Diana: The heavy repairs to the kitchen floor were completed by mid-June which allowed contractors to fit stainless steel sheets to all walls and install new worktops, cupboards and cookers. A complete new set of aluminium chequer plate sheets we cut to size and fitted on top of the rebuilt plywood floor. The Stills water boiler was repositioned in the kitchen, with extensive alterations to the water and gas plumbing. Modifications and improvements were made to the lighting circuits. Every bodyside window had a new bottom section of plate welded in, followed by new glazing; modified, and in some cases new, interior wooden framings were fitted.

In the side corridor, opposite the kitchen, the outside wall panels were removed, being life-expired formica covered hardboard sheets. New plywood sheets, suitably stained and varnished, were fitted. A large area of the corridor floor was rotten and needed two new sill rails and several new plywood floor panels. The corridor floor was covered with new non-slip linoleum.

Fortunately the Commercial Department

allowed an additional two weeks to finish the work. The coach left the workshop on 15 July with everything completed including repainting, lettering and lining. There had been insufficient time, however, to varnish the exterior which was carried out two weeks later during the C&W Department's working week. The vehicle was finally released back into service on 29 July.

No. 64 Mk.1 TO: Entered workshop on 15 July for overhaul and repaint, the latter very much due in view of its shabby external appearance. The roof was stripped of most paint which was loose and painted in pigeon grey. The bodywork was in very good condition, likewise the doors, and it was repainted in scarlet and cream livery, thus becoming the third coach for the "red set" (the other two being TO 85 and CK 87).

The vacuum brake cylinders were stripped down and fitted with new rolling rings as these had given problems. During inspection a section of steam heating pipe was found badly corroded and holed; this was replaced by a new length of pipe, the bogie being run out to gain access.

Internally, the poor floor covering was replaced by a contractor. All the seating had to be removed and advantage was taken to repaint the ceilings. The interior has been transformed with a brilliant white ceiling, new red floor and recently reupholstered seating, also in red pattern. The toilets also have had new floor coverings and a full overhaul of fittings and plumbing. Returned to service on 23 September.

No. 54 Maunsell BSO: Efforts are being concentrated on this vehicle as it is required

for December's Santa services. The interior is virtually complete, including the brake van. The floor has new brown pattern linoleum fitted by a contractor and seating is being refitted.

The roof has been cleaned of old material and prepared for the fitting of new canvas. A set of door droplights is being prepared whilst the remaining minor fittings are being put back into place. The longest job of all will be lettering and lining which took some eight days on sister coach No. 53 earlier this year.

On the wagon front, Flatrol No. 121 has suffered a broken buffer and drawbar spring and is unserviceable at Tenterden awaiting repairs. This wagon is in constant demand for permanent way work so its repair is a priority. Five-plank dropside open No. 153 (BR483720) is receiving repairs to its body and running gear. It is owned by Mr. M. Corke, the coal merchant at Northiam station, and is being painted red with white lettering shaded black, showing his name and business details. It will be used for permanent way materials, not for carrying coal.

The C&W Department has a full-time member of staff in Maurice Dullen who was formerly engaged on the Community Programme project within the workshop. He is partially sponsored by the Company and partly through private funding. He is working on restoration projects and shortly will be starting on the Great Eastern Railway bogie saloon coach No. 5 which arrived in May. Seven day a week presence within the workshop will ensure continuity and the speeding up of projects.

Outside work is referred to under the Building Department notes although the C&W staff would point out they were heavily involved! The Department also capitalised on the Rolvenden weekend by opening the workshop to the public with displays and model railway layouts; a very welcome boost to funds was achieved.

Permanent Way & Civil Engineering

Following the track laying excursions in May, the summer months were spent ballasting the Extension. Three hopper wagons, mechanical loading of ballast, and extensive use of the regulator machine made light work of the job, although this must not be taken to diminish the scale of the work involved. Within a few

weeks the new track had been ballasted and the panels lifted well clear of the formation beneath. Varying grades of ballast have been laid, largest stone at the base, and the section to Northiam now appears complete to a high standard. In fact there is still more ballast to be put down in places and it still needs to be retamped throughout. The hired machine broke down with the job uncompleted and is due back in the New Year when it will finish work on a well consolidated ballast bed.

Future Extension work includes changing from concrete to wooden sleepers on the Rother Bridge, realignment at the Petty Foreland culvert, relaying the level crossing and, most importantly, building the layout within Northiam station itself; this last job has been given a flying start by "Challenge Anneka". Fortnightly working weekends have been organised and all are welcome to help ensure that Northiam is ready for opening.

Operating

Traditionally summer months are the busiest for members of the Operating Department and 1989 has been no exception. At first sight this should have been not the case. The delayed opening of Rolvenden signal box meant that the planned two train peak period service was reduced to an hourly service using one train set and two locomotives. Other commitments, especially Engineering trains, ensured that the Department's resources were well stretched throughout the season.

Weekday services caused the usual headaches for roster clerks who put much time and energy in providing staff. On occasion it was a very close thing that trains ran at all but, nevertheless, they did on all advertised days (and a few more besides). An added difficulty this year was caused by the Northiam relaying fortnight in May when many people had given up valuable midweek time—and so were less available during the summer. Without the willingness of train crews, signalmen and other essential staff to give up holidays to run trains, it would be impossible to tap the valuable midweek traffic without recourse to paid staff on a regular basis. Thanks are expressed to everyone who covered the turns and to those stalwarts who made sure they were covered. It is suggested that the 1990 budget will include an allowance to our overworked roster clerks for hair restorer!

As Christmas (and the appearance of Santa) fast approaches, the Department once again braces itself for a period of hectic activity. With 11 trains running on the two peak "Santa" days, some slick working will be needed. 1990 sees no closed season as a limited service will be run on winter Sundays between Tenterden and Rolvenden. These services will help familiarisation with the new Rolvenden signal box as well as assist with more general training.

The 1990 timetable has been agreed and features some six weeks of two-train running midweek. Needless to say this is going to put a great strain on resources.

Congratulations to Terry Andrews, Richard DeCoverley and David Quinnell who have passed out as guards, and to David Datsun and Tim Batchelor who have qualified as signalmen. More "New Faces" have been seen in recent months. A warm welcome and thanks to all who have offered themselves for training—plenty more people are needed, particularly in the Locomotive Department where the cleaners' roster is looking very thin; visitors often judge a railway by the appearance of its locomotives so it is vital they are kept clean and shining. All offers of help to Operating Manager, Neil Sime on Maidstone 765556 please.

Signals & Telegraph

Lineside News normally does not forecast events but took a chance in the last issue to state that Rolvenden signal box should be commissioned by mid-July. Unfortunately this proved a false hope as fitting out and proving work still had to be completed. The Santa timetable depends on train passing at Rolvenden and it is confidently expected that the signal box will be in use by December. In the box itself all appears ready but more time is needed to finish jobs out of sight in the locking room downstairs and on electrical interlocking and relays.

Work has started on the provision of ground frames at Rolvenden (Orpins siding), Tenterden (End siding) and Wittersham Road (PW yard), all to be released from their respective signal boxes.

The telephone wires have been extended through to Northiam and await October's renewal of the road crossing before the telephones are connected at the station.

Building

The laying of granite sets outside the C&W workshop has continued, Andy Fielder working long and hard at the job which is now over halfway through. Two 36ft track panels, recovered from Northiam, were placed in position over the weekend of 19/20 July by C&W Department members. Setts have been laid between the rails and around the brick circumference of the wheel turntable itself. Most of the yard visible from the station platform is completed with the area behind the signal box still to be laid.

The yard includes several areas where shrubs will be planted and it is planned to re-erect the former Hawkhurst Station 4 ton goods crane outside the shed. Along the northern boundary round top fencing has been erected which enhances the site.

At Northiam a start has been made sorting out the pieces of the platform shelter which came from Stonegate ready for rebuilding on the up platform at Northiam over the winter. The Department will also be involved with the construction of a new toilet block.

Forestry & Conservation

Allan Tebboth has stood down after many years as Clearance Manager. The excellent condition of trackside management and the completion of clearance on the Extension allowing the track to be relaid throughout to Northiam is no small tribute to Allan's style of leadership.

Following two years' work in the "outback" preparing the Extension, the Clearance Group spent last summer tidying up the operating section. This has helped to remind members just what a K&ESR steam train looks and sounds like! Work on the Extension will restart this winter so that by the time of the Northiam opening trackside management will be completed to a high standard westwards from Wittersham Road.

As soon as this work is completed, efforts will be concentrated on the Tenterden to Rolvenden section which has not received detailed attention for some time.

Problems arose with a number of lineside fires this year and the Directors have asked for the high risk areas to be given specific attention for the 1990 season. The only really effective way of achieving this is to carry out controlled



*T.V. personality, Anneka Rice, accepts the challenge at Northiam Station on 23 July 1989.
(Jim Berryman)*

burning to ensure that the grass, which is usually the first to burn, is kept under strict control.

Following a number of comments made during the past year and Kay Mitchell's article in the last Tenterden Terrier, members felt that the word "clearance" no longer reflected the work of the Group, for example design assistance is being given for the landscaping of Northiam station area and proposals are in hand for replanting trackside locations with locally indigenous trees and shrubs which are no longer present. Consideration was given to several alternative names and "Forestry and Conservation Department" was voted to be the most appropriate. The change of name has the Board's approval.

25 people have been working on clearance work at any one time in 1989, with a number of new faces appearing. New members are always welcome. The Group will assemble at Wittersham Road at 10 am on 26 November, 17 December and then every third week starting 7 January until April; a train will provide transport to and from the working area. Robin Dyce, the new manager, can be contacted on Tonbridge (0732) 351477.

Booking Office

Thanks are expressed to those stalwart booking

clerks who manned the ticket office at Tenterden throughout the daily running season. With this period over, there is time to relax, fleetingly, before the Christmas rush. It is hoped that all existing booking clerks will be rearing to go in 1990. With Northiam opening next year more people are sought to join the team; daily running and stations both ends of the line to man will overtax the existing staff. If interested do contact John Emmott at Tenterden.

Congratulations to Tim Simpson who created another record by selling 42 guide books in one day! Chris Ford, this time with John Glass, beat his own record of First Class Salesmanship on 28 May—the figure to beat is now 137.

Commercial Operations

The year to date has been very demanding and traffic has risen and fallen through external factors. Concern raised in the last edition of the Terrier regarding school visits proved to be well founded. The uncertainties over the Education Reform Act saw school parties drop from 3,327 pupils in 1988 to 2,911 this year. The decision has been taken to reduce school services in June from three days each week to just one day—Wednesdays. There are too few other travellers at that time of year to support the present level of service without the higher level of school business enjoyed in the past.

However, the figure is still respectable and not as bad as was anticipated and credit is due to our Education Officer Gerry Siviour and his team for the smooth running and excellent service given to all our groups. Next year's school service sees one return trip to Northiam, followed by two trips to Wittersham only and an afternoon Northiam service for other travellers, mostly coach excursions.

The scorching summer benefited the beach in June and July and, in line with most inland attractions, our business suffered, with 1,336 fewer passengers carried in June and 1,496 in July. This drop in business, coupled with mounting interest rates, caused concern that our financial position would be harmed and a ban was placed on all non-essential expenditure. August traffic made up some lost ground with 16,098 passengers, an increase over last year's total of 15,278. September's business rose from 4,411 in 1988 to 5,593 and traffic is once again ahead of last year.

August's operation was a fantastic achievement and, despite the high fire risk, very few problems were encountered. The volunteer demands during daily running are enormous and it is a credit to every department that every turn was covered, even though there were some close shaves! The demands next year will be even greater with six weeks of continuous 2-train running to Northiam.

The media 'highlight' was without doubt the "Challenge Annika" filming. It was necessary to keep the event secret until the last minute for any 'leak' would have led to the programme's cancellation. The resulting press coverage in local newspapers got the railway in the news right at the start of daily running and there is no doubt that this, together with the visual transformation of Northiam Station, boosted August takings. We have it on very good authority that many other railways are more than a little jealous at yet another major head-line grabbing coup by the K&ESR!

The 1990 timetable is well advanced and should be printed by early November. It is slightly later than in previous years because of the changes resulting from the Northiam extension. Saturday 19 May is scheduled as the first public day. Other innovations include a limited Sundays-only service between Tenterden and Rolvenden in January, February and March, a time when we have normally shut

down totally. The autumn service in October and November has been increased from three steam-hauled train to a two-train service with five trips. One train will be scheduled for diesel haulage by one of our Class 14s. The timetable shows clearly which train will be diesel hauled so as not to cause disappointment. One side-effect of this is to drop the word 'steam' from our marketing title from the end of the year. However, we will remain predominantly steam hauled for that is what the majority of our customers and members want.

A special mention must be made of member John Sorrell from Ashford who took the initiative and delivers timetables to hotels in Ashford, Canterbury, Dover, Folkestone and Hythe. Well done, John. We need more like you to smother the South-East, especially Hastings, Rye, Eastbourne area for next year. Not only does John visit each hotel but he goes back at regular intervals to top-up supplies.

"Challenge Annika"

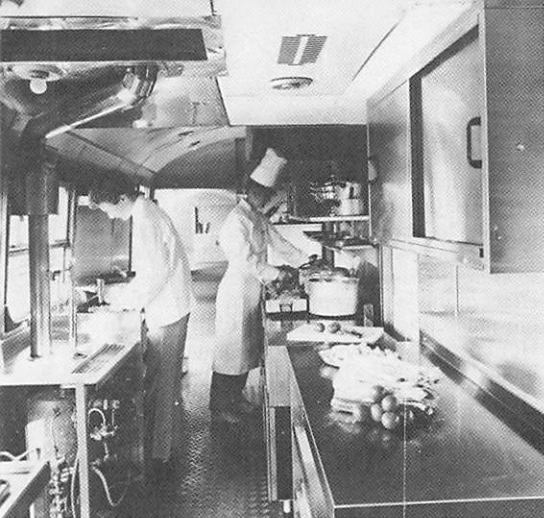
TV personality Annika Rice was seen on television rebuilding Northiam station on 20 October 1989.

Originally it was planned to complete track laying from Cysters Curve to the level crossing as well as work at the station. In retrospect, the task of rebuilding the station and laying track for a train to enter the platform, all within 48 hours, made a more attainable project.

Some preparatory work was undertaken, the reasons heavily disguised. This included



"Maunsell" heads a works train at Northiam on 23 May 1989.
(John Liddell)



Roland Meek and Vanessa Toynbee prepare the evening menu for The Wealden Pullman in Dianas's gleaming new kitchen.

(Jim Berryman)

platform walls completed three blocks high throughout and a short length finished with oversail blocks and coping slabs, a task impossible in 48 hours. Ballast stone, plant and sleepers were pre-ordered and waiting in lorries not far away, ready for Anneka to decide how to do the job; hopefully her advisers would give her the right tips!

The challenge was set on Friday 21 July, Northiam becoming a hive of industry over the next two days. In a long hot summer, this must have been the hottest weekend of all. For muscle power Anneka turned to the Scots Guards as well as enlisting the help of Northiam Brownies. Six camera crews recorded the transformation, the site having been first made artistically untidy!

Over the weekend the trackbed between the platforms was graded, ballasted and approximately 200 yards of rails laid on new jarrah sleepers. Much of the platform was backfilled and the surface outside the building tarmaced, as was the approach road to the A28. The area between the building and the main road was landscaped, covered in topsoil, turfed and fenced in, turning it into a picnic enclosure. A length of fencing was installed on the Newenden boundary. Paint was applied to the building and fencing, as well as liberal measures over the Brownies themselves. From the crossing for a distance of about two coach lengths along the platform, and hence within

camera range, a thorough job was performed, and hence within camera range, a thorough job was performed.

Memorable incidents included Anneka blocking A28 traffic on a roller, guardsmen stripping off for a dip in the Rother beside Newenden bridge, Brownies undeterred by a lack of brushes (hands doing just as well), ever increasing crowds of spectators, and an upset production crew on discovering the locomotive to haul the inaugural train faced the wrong way and that it was not possible just to lift and turn it around, at least not when it was already in steam!

6.15 pm on the Sunday evening, or so it said on the station waiting room clock, and the P-class had brought its special train over the Extension into Northiam station; locomotive whistle sounded, detonators exploded, a ribbon bow over the track broken, crowds cheered and the Scots Guards Pipe Band struck up a welcome. Stirring stuff, Anneka had made it! It was perhaps appropriate that Jack Hoad, our former K&ESR driver, should be on the footplate.

It was a memorable weekend for everyone involved. The Railway benefited with new materials perhaps worth £30,000 and Northiam station now looks almost ready to open for services next year, although a lot more work is needed.

Screening is scheduled for 20 October and whatever the critical verdict about its programme, forty minutes of prime viewing is invaluable publicity in getting the Railway known by the public. Inevitably there were difficulties, mainly arising from the secrecy beforehand, but overall the Railway must have gained immeasurably from the Challenge. Thank you Anneka, and well done!

Stations

Standards of tidiness have been improved at Tenterden this year, with materials and equipment stored well out of sight. In particular, the area across the line immediately opposite the platform entrance has been much enhanced, providing visitors with another spot to view trains when completed.

Rolenden station is open again, the platform finished except for its top dressing. The revised alignment of running line and platform is not

readily evident except by reference to the boundary fence abutting the timber works; perhaps the greatest improvement is the removal of the siding opposite the platform where the most derelict locomotives and rolling stock were berthed; hardly the best advertisement.

Wittersham Road has nearly returned to normal with the removal of piles of concrete sleepers during the Extension fortnight; it has resumed its previous air of rural tranquility, seeing few passengers. Why more people don't experience the pleasure of boarding a train there remains a mystery; access is easy and parking spaces readily available. With Northiam attracting passengers from the East Sussex direction next year, it is likely that Wittersham will assume an even more somnolent air.

Catering

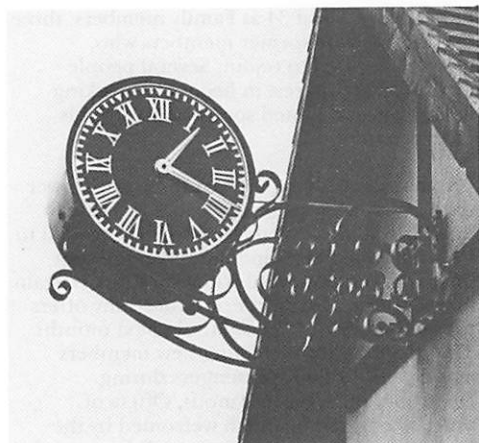
Under the guidance and efforts of Ken Lee and Margaret Howard, the Buffet continues to provide for the needs of visitors and staff. Perhaps catering is out of the limelight compared with other parts of the Railway but nevertheless is of vital importance. Turnover has matched expectations and, given the long hot summer, it is no surprise that visitors have made full use of the outside tables for their refreshments.

Keen observers will have noticed that the old bus station drum clock has been installed high up on the platform side of the building, with the mechanism in a corner of the buffet itself; at present the hands are static but it is hoped the clock will soon be in working order.

For nine Sundays afternoon teas have been available on three services, using half a TSO coach staffed by Peter Broyd and a small band of helpers. This has been very much an experiment and the take-up by passengers has well exceeded expectations. Clearly this could be another growth area given a suitable catering vehicle.

The Wealden Pullman

This year the emphasis has been all about quality. The clientele and ambience has improved and, to the relief of staff, instances of rowdiness prevalent in past years have not re-occurred. However, problems have been experienced in manning the Pullman on many days. A small loyal band have ensured that



The newly erected Turret Clock on the buffet at Tenterden Station on 30 September 1989.

(Brian Stephenson)

trains ran and standards of service maintained. But it has been nail-bitingly close to disaster on occasion.

Colonel Stephens' Railway Shop

As ever, staffing has caused headaches and were it not for the "magnificent twelve" the shop would not have opened daily. But open it did and the Railway's revenues benefited. To those ladies and gentlemen who kept the shop running, Mike Barnes-Murfin proffers sincere thanks for their time and assistance.

The shop's takings during the main operating period have comfortably exceeded last year's figures. The new lines introduced have all sold well; only a few black and gold K&ESR mugs remain. On the other hand the Railway's own logo golf broly sales suffered somewhat from the absence of rain, but the manager remains ever optimistic that the British weather will come to his aid. Video sales go from strength to strength. Book sales still increase, with a wide selection of bargain books carried to suit all railway tastes. Overall this summer has been an extremely good trading period but there is no room for complacency. Any offers of assistance in the shop?

Membership

56 new members in two days measures the success of a membership recruitment stand at the Tenterden Steam & Transport gathering in September. Of the total, 22 were enrolled as

Full members and 34 as Family members; three of the total were former members who, happily, decided to rejoin. Several people expressed an interest in becoming working volunteers and joined specifically with this objective in mind.

Instant membership appears to be the answer to the somewhat sluggish annual increase in numbers. A small, dedicated team is needed to look after membership matters on the spot once the Tenterden Information Kiosk is again in operation. Meanwhile, are there any offers to catch the Santa Special trade next month? The potential for recruiting new members amongst the 12,000 passengers during December must be enormous. Offers of assistance would be much welcomed by the Membership Secretary, Norman Johnson, whose address is shown inside the front cover—please contact him immediately if you can help.

News from Area Groups

Ashford Area Group provided a display and information stand at the Ashford Model Railway Club Exhibition at the Stour Centre on 16-17 September and found that many of the visitors were particularly interested in the work undertaken on the Northiam Extension. Large quantities of Santa leaflets, timetables and Group programmes were distributed. Saturday 17 March 1990 is the date booked for the Group's own Model Railway Exhibition, the venue once again being the Centrepiece. This will be the Fourteenth Exhibition staged by the Group and offers of help from railway modellers are sought—please contact Eric Graves.

Maidstone Area Group enjoyed success in the Town's Carnival on 22 July when their float entry was awarded first place in their section

(services to the public). Their theme was railway activities and depicted five separate scenes—school outings/filming/birthday parties/Santa Specials/volunteers needed. 18 adults and 8 children took part on a swelteringly hot day; Eve Grimwood lost pounds in her Santa suit! Success was achieved at the third consecutive attempt and involved many hours of preparation taking up six evenings. The Group publicly wish to thank Alan Firmin of Linton for the loan of an articulated lorry.

Sussex Group report that they have attended railway shows at Brighton, East Grinstead, Eastbourne and Hellingly with sales exceeding last year's results. The Group also attended Northiam Village Fete, shortly after the track was connected back to the station. The local feeling towards the Railway was very positive. Until the heavy work at the station is finished, the Group's involvement is limited although tidying of the cottages has begun.

Croydon Area Group is back on its feet again with regular meetings held at The Magdalene Centre, Addiscombe.

Once again, Railway members will find full details of Groups' forthcoming activities and meetings in The Rooter. Other readers who would like further information are invited to contact one of the Group Officers, as follows—

Ashford:

Eric Graves—Ashford (0233) 623687

Croydon & Sutton:

Clive Grewcock—(01) 771 8217

Maidstone:

Paul Gray—Maidstone (0622) 677587

Sussex:

Tim Lawrence—Hailsham (0323) 845108

Thameside:

Sue Jarvis—Dartford (0322) 54201



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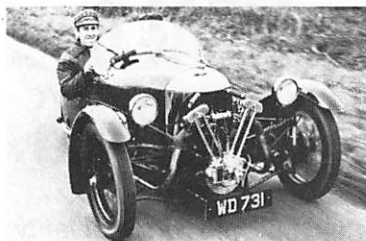
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And so to Bodiam ...

John Miller has recently accepted responsibility for Bodiam station site and here gives a personal view of what this involves

Although it may be some time before train services are resumed at Bodiam, work has already begun on site to restore the station to something like its old self. Until July, it presented a sorry sight; grass and thistles were growing out of the platform around the canopy; the track had almost disappeared beneath the undergrowth; the tank wagon was literally covered by climbing weeds and trees—in fact, it was difficult to make one's way down the entrance footpath.

In June, I was invited by the Board to organise working parties to start on restoration of Bodiam station, Andrew Webb being the link Director for the work. I accepted on the condition that it was not proposed to radically alter the station for operational or commercial reasons. Three working parties, involving 20 volunteers, have been organised since August and it is planned to continue these at approximately monthly intervals. At least half the site has already been cleared of undergrowth and the station is beginning to look 'cared for'.

There appears to be a groundswell of opinion, both from within the company membership and from the wider preservation movement, that Bodiam should be saved from 'development' and be preserved as an example of a genuine light railway station of the Stephens era. There is no doubt that over the last few years there has been growing interest nationally in the Stephens railway empire and as testimony to this is the recent spate of books and articles on the subject.

Perhaps here at least, the train service when it is restored to Bodiam, could be tailored to the limitations of the site rather than the site be transformed to meet the demands of a tourist attraction. However, preservation does not necessarily mean that nothing ever changes. An examination of photographs shows that at each decade, Bodiam has undergone subtle changes. No site can become completely fossilised at a specific point in its history if it remains in daily use. For example, to function as a terminal station, a run round loop will have to be installed—a luxury that Bodiam historically never had—and some means of

watering locomotives will also have to be provided. However, such changes as are necessary can be carried out within the spirit of the past.

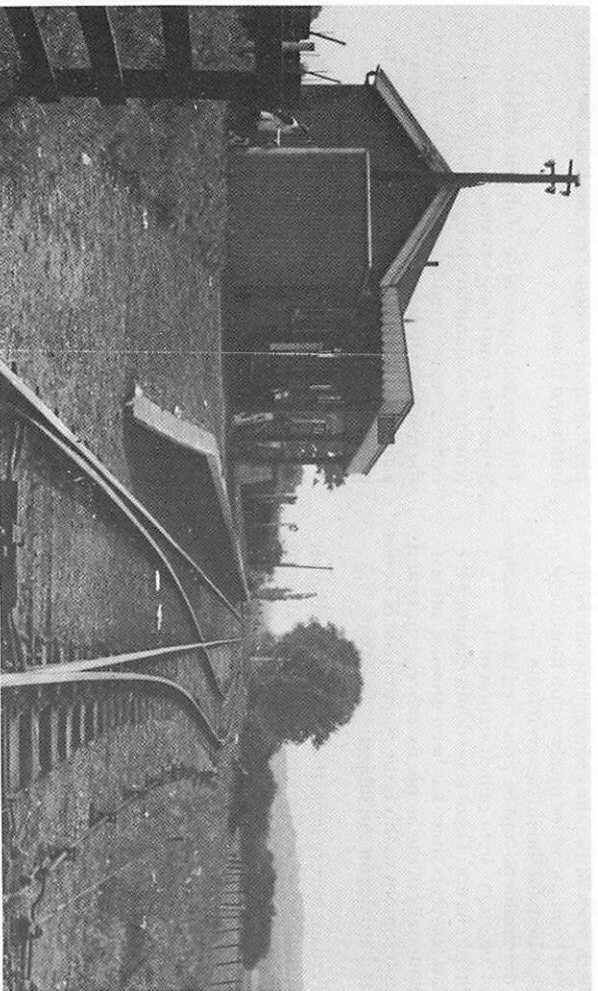
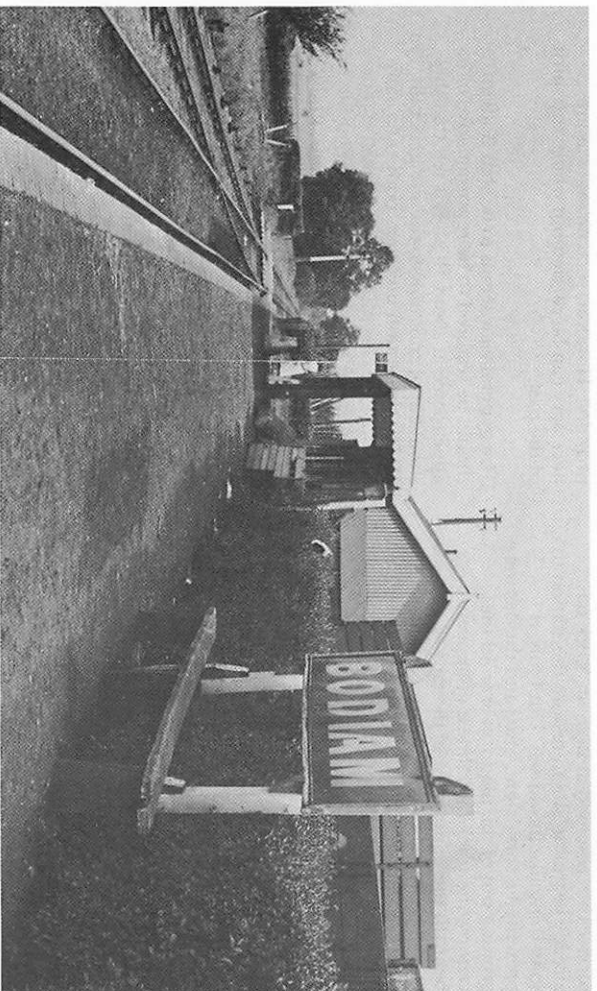
The general view seems to be that Bodiam should be restored to be representative of its appearance at about 1930. It is felt that this should apply not only to the site generally, but also to the station building, both externally and inside. This raises some problems. For instance, we have no photographs on file which show the original appearance of the loading dock situated at the south east corner of the forecourt.

We know that it had a separate gate opening directly on to the road and which provided ramped access to the dock. Photographs also show cattle vans parked in the sidings but if livestock was loaded from the dock, some sort of stockade must have been provided to control the animals. The dock retaining wall is built of old sleepers and when we come to clearing it of undergrowth we shall look for evidence of posts which may have supported a stockade. Meanwhile, if any reader has photographic evidence on this point we will be interested to see it.

The general appearance of the site will be helped by reinstating wooden post and rail fencing and boundary hedges and perhaps uncovering the original tarmac surface in the forecourt. Gates were formerly wooden, with cross bracing and eventually perhaps, the present unsuitable metal gates could be re-used at accommodation crossings and be replaced with some of more appropriate construction. Noticeboards originally had headings such as MIDLAND, LNER and SOUTHERN as well as K&ESR, and three particular advertisements endured for many years on the platform fence—"Sutton's Seeds" and "Pears Soap" are still household names, but whatever became of "Foster Clarkes Soups"? And what is the possibility of a replica blue and white enamel BODIAM running-in board? Several prototypes survive and may be seen; NORTHAM and HEADCORN on the carriage shed wall and TENTERDEN TOWN in the museum. Perhaps even replica platform

THEN

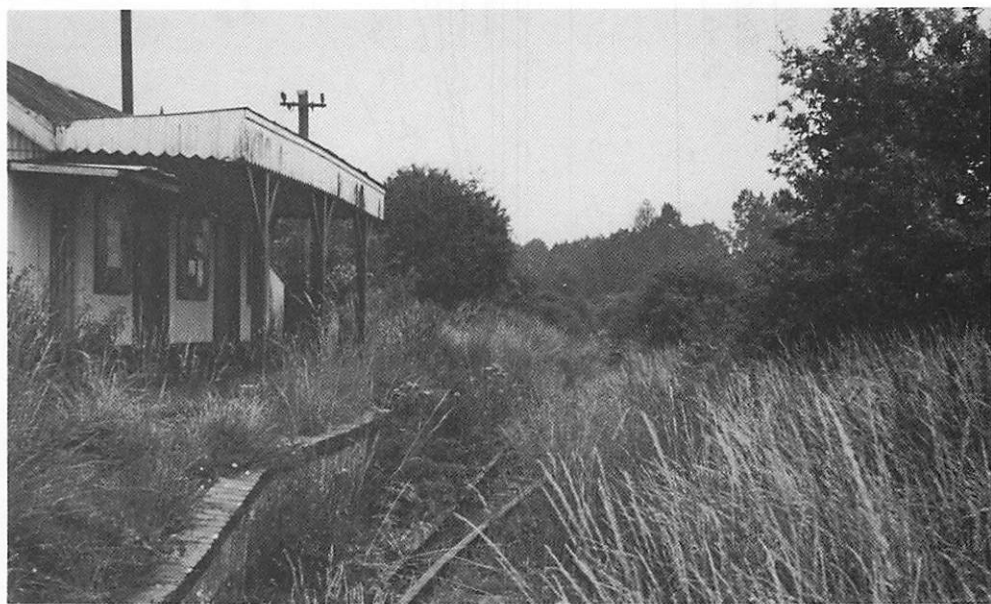
August 1938



B. K. Cope

and NOW...

August 1989

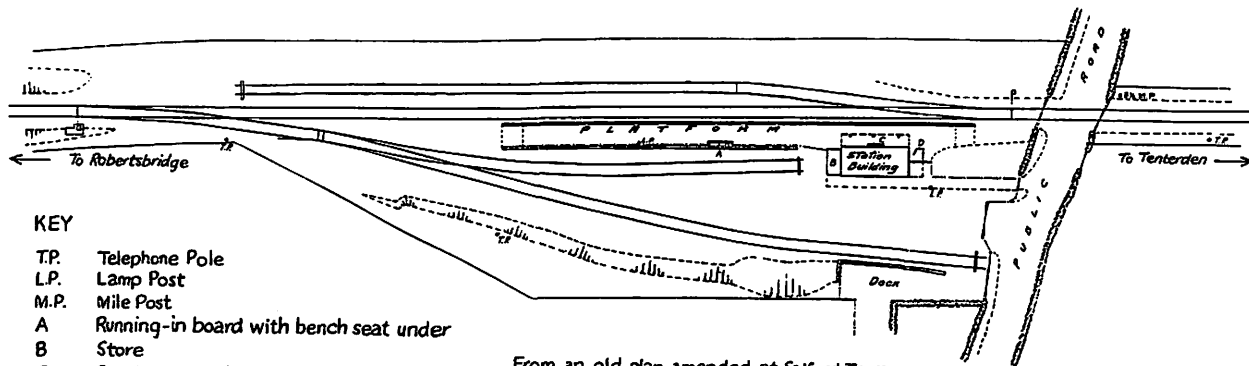
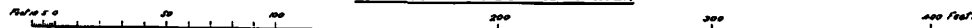


Author

KENT AND EAST SUSSEX R^Y

Bodiam Station.

Scale. 40 Feet to 1 Inch



KEY

- T.P. Telephone Pole
- L.P. Lamp Post
- M.P. Mile Post
- A Running-in board with bench seat under
- B Store
- C Bench seat under canopy
- D Gents urinal

From an old plan amended at Salford Terrace
to show the 1910 long siding opposite the platform.

lights could be made, though that may be some years into the future.

The station building is in surprisingly good condition. What would be of special interest would be the restoration of the interiors of the parcels room, booking hall and office. The present fireplace and chimney breast in the booking hall is a film prop installed some years ago by a television company during the filming of a "Bootsie and Snudge" series. This needs to be replaced by a cast iron tortoise stove with reinstatement of the fixed bench seating around the room.

Some years ago, investigations were carried out into the original livery of the stations. Paint samples were taken from Northiam and Tenterden buildings and sent away for analysis. The conclusion of the architect was that the original principal colour was 'mid-purple brown', a colour no longer generally available but widely used for domestic buildings in the early years of this century. This accords with what we know of Colonel Stephens who would use what was cheap and easily obtainable. For preservation purposes, the decision was taken to use maroon, as this is the nearest colour commercially available. Bodiam gives us another opportunity to investigate and it is planned to carefully remove paint at selected points to see whether any fresh evidence can be revealed.

In the sidings some old spiked flat bottom rail still survives though some lengths of rail have been removed from the loading dock siding. Bodiam is the obvious site at which to preserve working examples of old style track, point levers and signals.

As late as 1956, the lower quadrant signals on wooden posts were still in good condition but unhappily they have gone. The point lever nearest the road was replaced at about the time of nationalisation in 1948 but the lever at the far end of the yard is much older. The last (?) of several turks head weighted levers that could be seen until recently about the railway still survives on the loading dock siding where it may have been in situ for 90 years. Is there, I wonder, any round rodding left to bring the levers back into use?

If there is general agreement on the way forward, it will still take four to five years to implement the ideas outlined here. A first priority is to carry out repairs to the station building. The canopy supports have rotted at their bases so it is hoped to repair these during the coming winter. The roof is generally sound but two areas need patching and the whole painted to make it weather-tight. The next priority is to clear the whole site of vegetation so that we can see what's what. This will eventually include clearing to the headshunt.

Perhaps one day in the not too distant future a Terrier engine with two 1930s (or older) carriages will pull into Bodiam station and its passengers will really understand what preservation is all about. They may even realise that the railway is of some historical importance.

Meanwhile, there will be working parties, 10.30 am to 5 pm, on the following Sundays:
10 December; 14 January; 11 February; 18 March; 15 April.



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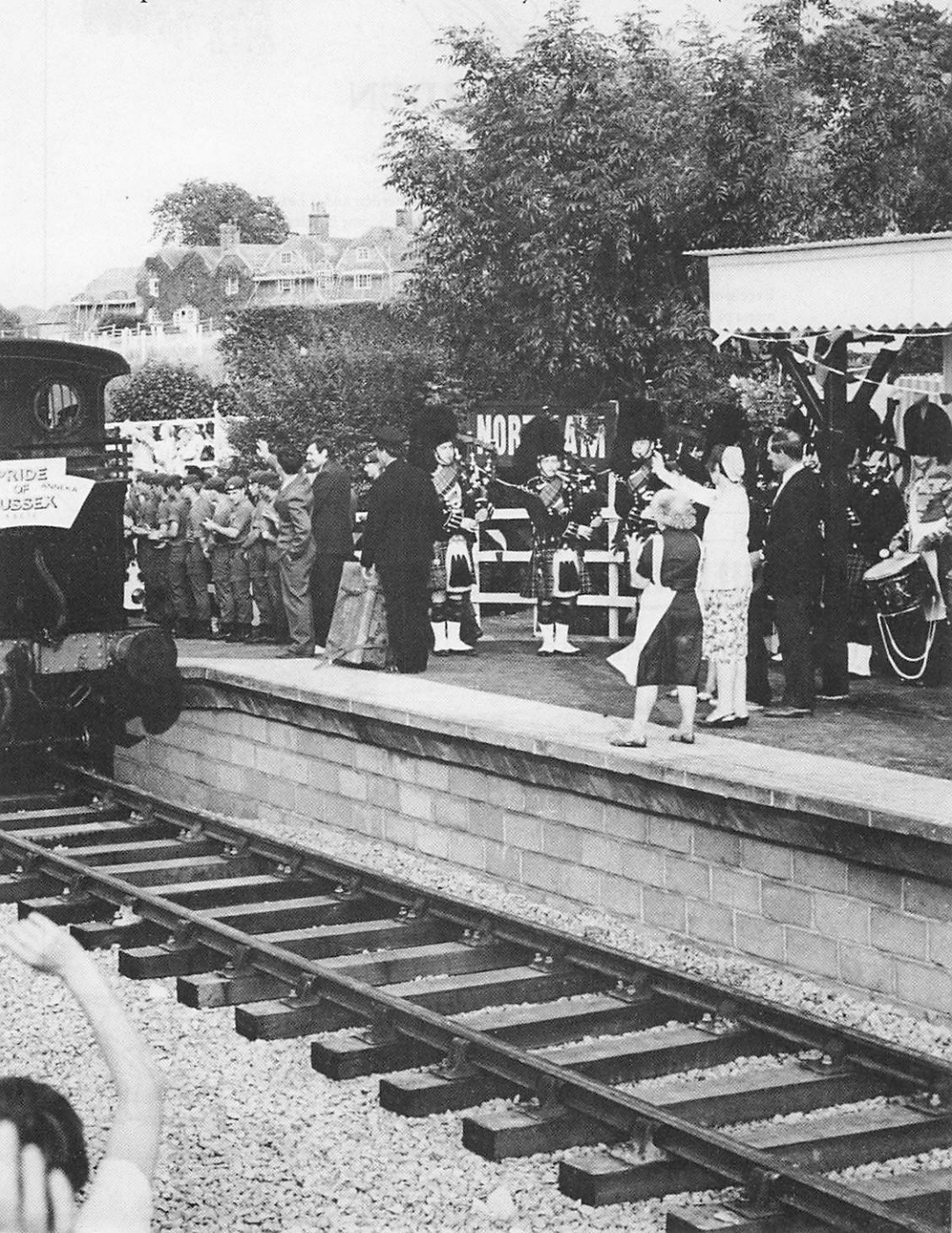
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**Challenge!
Anneka!**

"Pride of Sussex" in Southern Railway livery led the inaugural train into Northiam on 23 July 1989 in connection with the recently screened T.V. programme. However, much work remains to be done before public services resume next May. *(Brian Stephenson)*





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Thomas the Semi-electric Engine

Stephen Garrett describes the events leading up to Colonel Stephens' patent for electrically assisted steam locomotives.

In the closing years of the First World War the Minister of Transport, Sir Eric Geddes, set up a Light Railway (Investigation) Committee to examine the current state and future development of light railways as a form of transport. Colonel Stephens was at first a cautious correspondent with the Committee but subsequently became a member himself and seems to have played an influential part in its work.

By and large the Committee failed to recognise that the days of the light railway were over. It recognised the increasing role of road transport but most of its proposals looked to improving the efficiency and economy of existing and planned light railways. A number of its recommendations concerned new designs of rolling stock and particular mention was made of the desirability of a standard design of locomotive for Britain's light railways. This attracted the interest of a firm called The Thomas Transmission Limited who wrote to Geddes in 1920 enquiring whether he could supply them with a specification for such a locomotive as they felt that they could supply just the right design for Britain's light railways.

Geddes referred this enquiry to the Committee and a meeting was arranged between its Secretary, Mr. J.R. Deans, and a representative of the Company, Mr. K.J. Thomson. Thomson had worked with 2'0" gauge wartime railways in Macedonia and had been particularly impressed with the possibilities of petrol locomotives. With the added advantages of the 'Thomas' system he felt that internal combustion locomotives would be ideal for working light railways.

The 'Thomas' system had been tried on a car and a lorry in South Africa in 1911, on a railcar in South Africa in 1912 and on another railcar in New Zealand in 1915. It comprised a transmission which, under normal circumstances, would drive an axle or bogie mechanically but, on starting or on climbing gradients, would augment this with electric operation of the other axle or bogie of the vehicle to which it was fitted. In a multiple unit the electrically driven axles could be fitted to any or all of the trailing vehicles. Compared

with previous petrol-electric vehicles there would be a considerable reduction in both weight and in losses in transmission. Compared with a conventional mechanical transmission the 'Thomas' system offered greater flexibility for smaller engine size whilst providing greater tractive effort when needed.

Although the Company had not yet built a locomotive on this system they estimated that the initial cost would be comparable with that of a steam locomotive of similar specification. Mr. Thomson was reluctant to estimate the cost of repairs or renewals but felt that the real recommendation of the system would be its economy in manpower and fuel: no fireman would be needed, preparation on shed would be minimised, and in its South African trials the 1912 railcar had produced an effective workrate of 228 ton miles per gallon which it was calculated would translate in light railway locomotive terms to one gallon per train mile if hauling gross loads of 150 to 200 tons at up to 25 m.p.h. over typical gradients.

Mr. Deans explained to Thomson that the Committee was not likely *"to embark upon any detailed examination of locomotive problems"* and *"might in any case deem it invidious to lay stress in their report upon the merits of a locomotive designed by any particular firm or firms"*. Mr. Thomson seems to have accepted this but still hoped to obtain sufficient data regarding the locomotive requirements of Britain's light railways for Thomas Transmission to be able to produce designs for a suitable locomotive. It is not recorded whether any data was ever supplied to Thomas Transmission. Apart from a note that this matter should be raised in Committee if the question of economic operation arose, the file seems to have closed at this point and the fate of the 'Thomas' petrol-electric locomotive seems to have been sealed with its closing.

The idea of auxiliary electric power was, however, to be taken up in quite a new context. Deans' concluding paragraph of his report on this meeting should be noted: *"I should add that Mr. Thomson mentioned, incidentally, that he had already discussed the question of the design of a suitable petrol-electric locomotive with Col. Stephens. He gave no details of this conversation, but I*

gathered that Col. Stephens discussed the matter in his capacity as a Light Railway engineer and not as a member of the Investigation Committee."

It is well known that Stephens renewed an earlier interest in alternative forms of

propulsion during the 1920s and tried out various cheap petrol units, notably small shunters on the Festiniog and railcar units on most of his standard gauge lines. Less well known is that in 1925 Stephens applied for a patent concerning "Improvements in and relating

THE THOMAS TRANSMISSION

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RECORDED RESULTS:

R.A.C. Trial
No. 235, 1911,
for CAR:

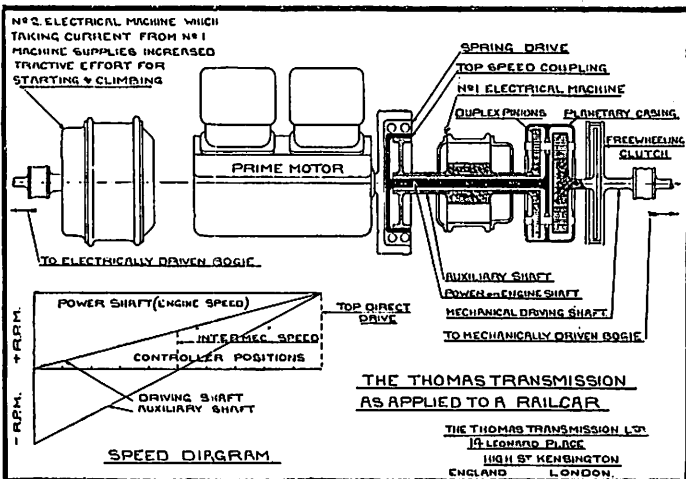
67.92
ton miles per
gallon, or 24
tonne km.
per litre.

R.A.C. Trial
No. 235, 1911,
for Lorry:

58.046
ton miles
per gallon on
a hilly route.

South African
Railways
Official Trials:

228
ton miles per
gallon, or 82
tonne km.
per litre.



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on account of
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and 235 of 1911.

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reliability of
the System, no
adjustments
whatever were
made to the
Transmission
during either of
these important
trials. Distance
travelled: 2,802
miles.

Diagram of the Thomas Electro-mechanical Transmission as applied to Railcars.

THE above illustration indicates the chief elements of the system as applied to a Railcar.

Object and Relation of Elements.—The object of the mechanism is to vary the speed of the mechanical driving shaft, shown at the extreme right of the illustration, from zero to the engine speed in the manner indicated by the speed diagram at bottom left-hand corner of illustration. If the mechanical driving shaft be at rest, e.g., when the vehicle is stationary, the auxiliary shaft will rotate at a speed equal to that of the engine, but in the opposite direction. On the other hand, if the auxiliary shaft be stationary, the mechanical driving shaft will rotate at half engine speed forwards.

Function of Electrical Machines.—If the engine be made to rotate at constant speed, then variation of the speed of the driving shaft, and therefore of the vehicle, will be obtained by varying the speed of the auxiliary shaft, a result effected by making this shaft drive a "dynamo" indicated as "No. 1 Electrical Machine." By varying the electrical load on this machine, its speed in the backward direction is gradually reduced till it almost comes to rest. It will be clearly understood that this reduction in speed might be effected by mechanical brakes applied to the shaft connected to the armature of No. 1 Electrical Machine. Whatever method is adopted, there will be a mechanical reactive or balance torque transmitted direct through the planetary gearing to the mechanical driving shaft and therefore to the wheels of the right-hand bogie. If the electrical method is used, as in this system, the braking power is not frittered away in heat, but is used to transmit electric current to No. 2 Electrical Machine, which, acting as a motor, supplies electrical torque to drive the second or left-hand bogie. The power is thus divided into two paths, one mechanical and one electrical.

Mechanical and Electrical Torques.—The mechanical torque bears a practically constant ratio to the engine torque, the planetary gear ratio being usually arranged to make it almost double the engine torque. The electrical torque, on the other hand, is a variable quantity and gradually decreases from a maximum (which depends upon the size and design of No. 2 Electrical Machine) to zero, as the vehicle speed increases from zero to the intermediate mechanical, or "inter-mec" speed, which in general is above actual half speed, although shown as half speed on the above speed diagram.

PATENT SPECIFICATION



Application Date: Dec. 11, 1925. No. 31,318/25.

266,840

Complete Left: July 1, 1926.

Complete Accepted: March 10, 1927.

PROVISIONAL SPECIFICATION.

Improvements in and relating to Propelling Systems for Locomotives.

I, HOLMAN FRED STEPHENS, Lt-Col., R.E. (Res.), of Salford Terrace, Tonbridge, in the County of Kent, a subject of the King of Great Britain, do hereby declare the nature of this invention to be as follows:—

to Propelling Systems for Locomotives". In his application Stephens explained the problems that heavy gradients caused to railway operation. The usual method of coping with this was to provide an additional locomotive either for the whole of the journey or for that part of the journey on which the gradients occur. The consequence of additional locomotive power was that it was either wasted for much of the journey or, if added only for climbing the gradient, entailed delays while the banking locomotive was coupled up to the train.

Stephens' patent application had a solution to this problem:

"My invention consists in a method of operating rail transport, according to which a third rail, wire or other conductor carrying electrical power is provided on gradients so as to supply power to one or more electric motors arranged on the vehicle or train of vehicles negotiating the gradient and supplement the normally operative power unit on the vehicle or train of vehicles.

My invention further consists in a locomotive having one or more electric motors adapted to supplement the tractive effort on gradients of the steam power unit on the vehicle.

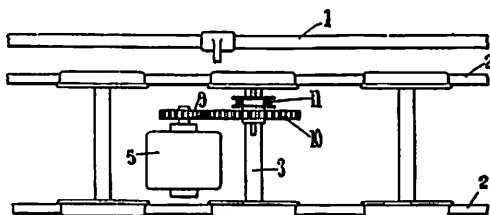
On one or more of the axles of the tender of the locomotive, with a view to making use of its adhesive weight, I arrange an electric motor, the rotor of which is mounted directly on the axle, or I may mount the

electric motor or motors on the tender and interconnect them with the axles by means of gearing. In the latter case, a clutch is provided so that when the motor is inoperative, it is stationary."

This invention was clearly an ingenious development of the 'Thomas' system and the reference to fitting motors to "*the vehicle or train or vehicles*" is particularly reminiscent of the 'Thomas' multiple unit proposals. Stephens presumably felt that contemporary internal combustion technology was insufficiently reliable to replace the tried and tested worth of the steam locomotive but it should be noted that his first paragraph quoted above refers to "*the normally operative power unit*" and it is only when he moves to greater detail that he specifies steam locomotives for his invention.

Stephens' patent application contained two further refinements. Firstly it proposed that where third rail electrification was already in use then steam locomotives equipped according to his patent could draw additional power where necessary from the existing third rail system. Secondly it proposed that electricity could either be provided by "*any convenient power station*" or by water power in the vicinity of the gradients. The general emphasis on third rail supply suggests that Stephens considered that his invention would be of interest to the Southern Railway and possibly would be of particular relevance to the Southern Heights Light Railway which he was then planning in

Colonel Stephens' Patent Specification



Key

- 1. Third rail to side of the running rails
- 2. Running rails
- 3. Locomotive tender axle

- 5. Electric motor
- 9 and 10. Toothed or friction wheels; the wheel (10) is rotatably mounted on the axle (3).
- 11. Clutch

close contact with the Southern. The reference to water power is more suggestive of possible use on the Festiniog or Welsh Highland Railways.

Stephens submitted a full specification for the patent in July 1926. It was now solely concerned with electric motors fitted to the tenders of steam locomotives and driving the tender axles by gearing. The possibility of live wire or other conductors was retained as was the possibility of water-generated electricity but the emphasis was very much on third rail power supply. The complete specification was accepted in March 1927.

Stephens must have discussed his system with the Southern Railway at some time but I am unaware of any published reference to such discussions taking place. Similarly there appears to have been no reference to the proposals in

the railway press to whom Stephens was usually only too happy to divulge his latest news. Perhaps Stephens himself had doubts about the practicability of the proposed system. Whatever the reason, nothing further seems to have come of the idea and it could be that the failure of the Southern Heights Light Railway led Stephens to lose interest in electric propulsion generally. However, if Stephens had ever got as far as needing a site for trials of the system I can think of nowhere more suitable than Tenterden Bank—though the idea of a semi-electric 'Ilfracombe' takes a great deal of imagination!

Thanks are due to the Public Record Office for making available file MT6 2916 which containn details of the 'Thomas' locomotive and to Tom Burnham for drawing the patent application to our attention.

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Letters to the Editor

Some personal reflections

Sir—The K. & E.S.R. was not an absolute passion with me but more a fact of life. I have known it as part of the local scene since I was taken as a child, before the war, for a day out in Hastings with the train trip, via Robertsbridge, being part of the day's entertainment. A school friend became first fireman, then a driver after we had done our National Service together. I was, I suppose, a little sad at the Railway's closure, quite amused at the early efforts of the enthusiasts to re-open it and undeniably touched when I once more heard the whistle in the distance from my home after such a long absence.

My Father had come and gone on wartime army leaves using "our train". I remember the great railway guns that were based at Wittersham Road, then at Rolvenden. Later they were replaced by papier-mache mock ups. The whole village was unkindly amused when the Station Master's—or was it the porter's?—corrugated home at Wittersham Road was flattened by the blast when the gun was experimentally fired.

I used to cycle to Wittersham Road with cardboard boxes containing many dozens of bunches of primroses for despatch to Covent Garden. My Mother, along with most of the village women, would be delighted to receive eventually a cheque for seventeen shillings (85p) for all her effort. How values have changed!

I had never been moved to participate in the re-birth and nurturing of the Line, although I am keen on antiques and conservation generally. I admit to being surprised and delighted at the success that so much hard work has achieved. Now I am working in the Carriage & Wagon Dept., more by accident than design, as a Community Project worker. I am helping to renovate a Maunsell coach (No. 56) which by coincidence first entered SR service in 1931, the same year as I was born.

Today the Railway possesses more rolling stock, engines and back up equipment than it has ever had in its existence, which is good from the "working museum" point of view. Hard working volunteers, and members, please be tolerant of your temporary, paid—if poorly paid!—Community Programme helpers; your enthusiasm is contagious. I can feel it getting to

me! We are doing our best for you!

Rolvenden Layne, Kent

Maurice Dullen

Bodiam to Robertsbridge?

Sir—I am writing to express my support in favour of the comments made by Jonathan Dalton and Robin Doust regarding the idea of re-opening the line between Bodiam and Robertsbridge.

In view of the Department of the Environment's ruling in favour of the Bluebell Railway's plans to extend to East Grinstead in 1985, and Transport Secretary Paul Channon's comments last year, that the Government regards steam railways as a major force in the tourist industry, I feel that such a plan would no doubt be viewed very sympathetically, and could very well succeed.

I would like to suggest, therefore, that perhaps a committee could be set up to look into the situation regarding this part of the line, particularly the question of the A229 and A21 level crossings as they would stand today.

In conclusion, I would be interested to hear other members' views on the subject.

Whitstable, Kent

Christopher Davis

The Robertsbridge by-pass now under construction, has obliterated the track bed and would seem to rule out any possibility of re-opening this section of the line—Ed.)

Photographer's paradise, or not?

Sir—Apart from civil engineering works there has in truth been little on the Railway to attract the photographer in recent times, and the majority of my railway photographer friends and acquaintances rarely if ever visit the line now which is a pity.

I sense that there is currently little recognition at management level on the Railway of the valuable 'invisible' publicity, and word of mouth recommendation that the railway enthusiast/photographer can pass on to non specialist friends and colleagues.

The impression is that unlike the Bluebell, for example, the Railway is not interested in the

enthusiast and photographer, and this seems to be clearly reflected in the present lack of pictures for the "Terrier", many of which in recent issues have been taken by one person on one day. If this is so it must surely be a short-sighted policy.

In fact I only knew about the big filming job "Around the World" through my friend Gerald Siviour, though clearly this was not an 'enthusiast' event, but one to be covered by a railway "Staff" photographer. The freight train weekend appeared to have no publicity at all as far as I could see, though the Railway was running several very long freight trains, and again I only came to know of this through Gerald. Maybe the weekend was intended as a staff training exercise, but what a wasted opportunity for publicity and spectacular photographs.

Enthusiasts like myself all look forward to the day when the Railway will be able to run an example of a real KESR train again—a Terrier on a mixed train with a historically correct coach—but in the meantime perhaps some modest injection of interest aimed at the enthusiast and photographer might pay dividends in publicity and at the same time attract greater numbers of the general public.

Ham, Surrey

Mike Esau

The third Terrier

Sir—I was interested to read your article on No. 32678 in issue 48, and wonder if I can add a few details.

According to the LBSCR loco registers, No. 78 on leaving New Cross in the early 1880s was briefly at Brighton and then stayed at Tunbridge Wells from approximately 1884-1891; then briefly to Littlehampton, and on to Brighton from about 1893-99, going to Portsmouth (Fratton) around the turn of the century, and back to Brighton for a few years from about 1903. After that it was as quoted mostly at Horsham, but at Littlehampton from about 1915-18. Incidentally, another register shows No. 678 as running no mileage at all in 1911, just before conversion to A1X!

No. 78 was transferred to the LBSCR duplicate list in June 1905, and was subsequently renumbered 678, in 1907. It is a mistake to suggest that transfer for the duplicate list, and renumbering to the 600 series, were part of the

same process; they were separate processes. No. 678 was in store at Preston Park from 1926-29, having been recorded as withdrawn in 1925 (indeed, the LBSCR loco register even says "scrapped in 1925", though one wonders what an LBSCR document is doing recording events of 1925!). At the overhaul preceding transfer to the Isle of Wight in 1929, the loco received a Marsh chimney (replacing the Stroudley pattern) and 14" cylinders, which I believe she still retains; thus No. (3267)8 will be the K. & E.S.R.'s strongest Terrier. The present Drummond chimney was fitted on the Isle of Wight, at or about the same time as the loco was renumbered W14 (approx October 1932).

No. 2678 was renumbered 32678 at Ashford in August 1948, but without repainting (look at photo 43 in "Branch Line to Tenterden", for instance). At the overhaul following the Wittersham Road mishap in 1949, she was repainted in BR lined black, but with blank tank sides as BR crests were not yet available. They were presumably applied at the next "general" in 1953. Finally, Donald Bradley quotes a final mileage of 1,411,436 in his LBSCR Part 1, but gives 1,389,447 in his Isle of Wight book—take your pick!

All in all, quite an interesting engine, I hope these few notes are of some help in putting together this loco's history.

Ealing, London W5

Peter Cooper

Ding Dong

Sir—For over 30 years employees of British Rail, their families and friends have been able to gather together to enjoy church bell ringing occasions under the umbrella of the British Railways Staff Association of Church Bell Ringers (The Railway Guild).

Over recent years the changing structure of the Railway Industry has affected the eligibility of British Rail staff for membership of this Guild, with future organisations by no means certain. In order to maintain the railway "family" of bellringers and at the same time create the opportunity to incorporate those ringers employed within associated industries it is proposed to form a "Railway Industries Association" which would serve alongside the existing BRSA Railwaymen's Guild in bringing together a wider potential membership.

A steering committee has been formed to co-ordinate the foundation of this new Association and two Special Meetings have been held, one in the Birmingham area on Saturday 30th September (in conjunction with the BRSA Guild Annual General Meeting) and the other in London on Saturday 7th October 1989, to establish the new Association. A formal Inaugural Meeting will be held, probably in London, in May 1990.

The Committee, therefore, seeks to elicit support for the formation of this new "Railway Industries Association" from interested church bell ringers within the Railway Industry, working not only for British Rail, but also other local Railway undertakings, Private Railways, and from staff of other major Supporting Industries.

We would like to hear from present or retired bell ringing employees of the Kent & East Sussex Railway indicating their support, as soon as practicable to: The Writer at 48, Boileau Road, Ealing, London W5 3AH.

London W5

Russel Maiden

Tenterden Terrier

Sir—Many congratulations on the consistent excellence of your publication. In every respect, style, content, balance, it surely cannot be bettered. I particularly like the pithy editorial column, and rightly, you always keep this very short.

Over the years I have followed the debate about the way the Railway should develop. For my money the Board have got it about right. This charming rural railway still retains very distinctly the flavour of past days while mindful of the demands of today's visitor.

I recently visited the Dart Valley Railway at Buckfastleigh whilst on holiday and it was a most horrific experience, a million miles from the careful atmosphere of Tenterden.

If all goes well I should be able to help on the Railway next year, in the meantime all good wishes.

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Duncan Buchanan



Continuing on from previous years, our success in attracting filming work to the railway persists. The big jobs like Challenge Anneka always attract a fair amount of publicity but the small single or half day shoots are at least as important and often far more fun to do. The BBC Record Breakers programme decided to attempt the world speed record for a pump trolley. Unlike the previous Canadian holders we couldn't offer a specially built lightweight streamlined trolley, merely an 80 year old one used by the area groups. You will have to watch the programme for full details but the record was broken.

In contrast a Japanese TV crew turned up to film some railway scenes for a programme on news reporting. The story was about how the Reuters correspondent got his dispatch out of Mafeking to tell the world about the relief of Mafeking (apparently the driver's sandwich box did this service with the report concealed within a sandwich). We simulated Mafeking at Wittersham Road and a Mozambique border customs post at Tenterden! The Japanese TV presenter had never seen a steam engine before and she was rightly wary of both the P class and the driver.

Despite the schools services proving a disappointment this year, mainly due to the new

regulations in respect of financing school trips, the August daily services largely made up for this. We now have the Santa Specials to look forward to and, for the first time, the real possibility of a two train service – a genuine improvement for the customers and helping ease the chaos of the catering and Santa sides of the operation. These healthy and expanding activities are to be contrasted with the “prestige” Pullman operation which has probably reached saturation from a volunteer point of view. Despite the financial loss of doing so, the Pullman operation has been scaled down to that achievable by the volunteers prepared to work on it. This is perhaps the first example of the hard decisions to come, over what can be provided versus the public demand.

In terms of on-train catering new ventures should be tried and new markets tapped. The current trolley service provided for ordinary trains is barely adequate, especially with the increase in journey time to Northiam. The attempts at running lunch time Pullmans last year were successful, though maintaining the profit margin, that the evening Pullmans manage, is very difficult. But the experiment did show a real market, and a simpler service could probably fit the demand better. Just look at the number of Pubs offering Sunday Roast lunch to see a market waiting to be tapped. The ordinary return journey to Northiam will now be long enough to contemplate lunch during a single return journey and this will not even require staff to work until after midnight, hopefully easing some of the staffing problems.

There are few occasions when a completely unbiased view of the railway can be found, but sitting on a bench on Tenterden platform recently, incognito, allowed the opportunity to overhear certain conversations. The best quote was “what I like is the friendliness of the staff”. This seems to sum up what really makes the KESR. Arguments can, and will, rage over some detail of preservation but as far as the customers are concerned how the staff react is most important. On a similar day problems with signalling equipment was causing delays and the quote this time was “not expected of a preserved line”. Quite apart from asking why a preserved line, using renovated old equipment, is not allowed to suffer from technical difficulties, in the same way BR does, it is vital that our front line staff, quite often the Ticket inspectors and



Stock used during the Japanese T.V. filming on 19 August 1989.

(John Liddell)

the Station porters, appreciate how to handle comments like these.

The current drought, and consequent hose pipe ban, has relieved the carriage cleaning staff (almost exclusively Alan Robinson) of the onerous job of washing the carriage exteriors. On the other hand it has shown how vital the job is. It has been commented on before, but is worth repeating, how clean the KESR carriages normally are. It is a compliment to Carriage and Wagon, as well as Alan, that this contract is so noticeable, now. Compared to some other railways I have visited this year our carriages are still clean and tidy. Let us hope to keep it that way in future.

You may have seen, in the local press recently, worrying news from the Romney, Hythe and Dymchurch Railway. They apparently believe they may have trouble in surviving in these times. They currently have about 180,000 passengers a year and this is on a line with small track and similar engines hence presumably cheaper maintenance than ourselves. Their track is longer than ours (13 miles) but Northiam will take us to over half the RHDR length. This sobering thought brings home the

cost of extending the line as 90,000 passengers is a significant increment on current numbers. It also warns us all for the future, in any extension to Bodiam, of the possible increase in passengers numbers to be catered for. Whilst the KESR may have started out as a weekend hobby for most of us, in reality it is a business turning over close to half a million pounds.

Close observers of the KESR sidings will have noticed the gradual movement of Theodora, the sister carriage to Barbara currently the Pullman train bar car. Theodora, having performed sterling services as the Tenterden buffet for many years, was moved to No 3 siding Tenterden when the new buffet opened. In time reasons were given to move Theodora to Rolvenden, further out of the way, and Orpins siding became the temporary resting home. Now Theodora has been moved all the way to Wittersham and the P.Way siding looks like the final home, at least until the track is connected beyond Northiam. It would be a criminal waste for Theodora to end up like its stable mate at Wittersham, Cambria. Perhaps somebody has some idea of how to raise the necessary money to restore Theodora to her rightful place in the Pullman.

The Tenterden Steam and Transport Gathering - 1989

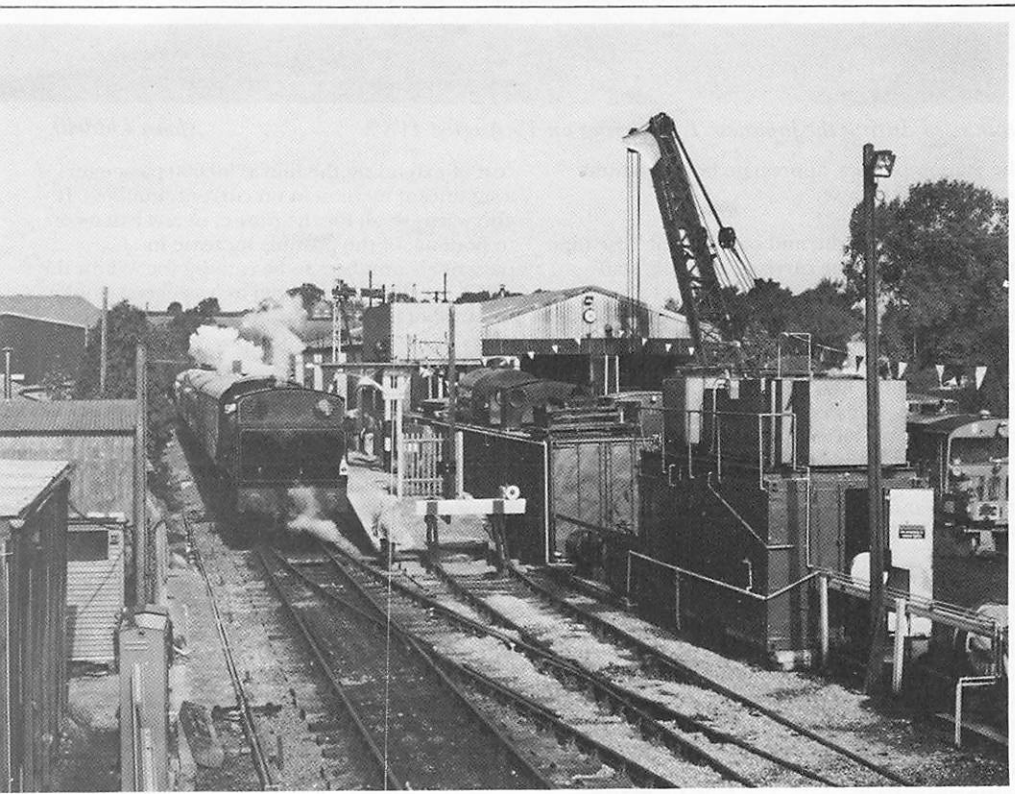
Neil Rose sets the scene at this year's summer event (photographs by the Author)

Over the weekend of 23 & 24 September Rolvenden was the venue of the first show on the Railway for several years. The Tenterden Steam & Transport Gathering as staged in the field between the main road and the sewage works—fortunately it was not too hot!—with access only by train from Tenterden. Interspersed between regular trains to Wittersham Road, a shuttle service ran up and down between Tenterden and Rolvenden. The train, with a locomotive at each end, was berthed in the new loop to clear the line for through trains. In addition, P-class 1556 plus SR brakevan provided rides in the loco siding when the loop was clear.

The railway activity provided an interesting

backdrop to the show itself although the non-availability of signalling at Rolvenden caused some timetabling problems with longer gaps between trains than was desirable. Trains provided the only access route to the show, no parking facilities being available nearby, and crowds did build up at Tenterden awaiting services. The shop, buffet, Collectors' Coach and C&W Department all capitalised on the occasion and enjoyed good support.

Visitors alighting at the platform were able to walk around the Yard. Inside the shed they could see Nos. 8, 24, 26, 47 (46?) & 49 in various stages of overhaul, maintenance, restoration and painting. Outside, the 36 ton steam crane gave lifting demonstrations while



The first train to use the re-built Rolvenden Station, 23 September 1989.

the intricacies of the ballast regulator aroused interest. Visitors were able to wander around, well clear of the running lines, hopefully some noticed that the Depot had been spruced up to a remarkable state of tidiness for the event.

Inside the adjoining field were a miscellany of road vehicles, over 150 attending on the Sunday. These included ex-London Transport RT buses (bringing schooldays nostalgia to your reporter), a bevy of Morris Minors, baby Austins jostling with "E"-type Jaguars, vintage cars, motorcycles, military vehicles and plenty more besides. Road steam engines, full size and scale models, were also on show. One roller had travelled under its own steam from Sydenham, in South London, to the show taking two days for the journey.

Trade stands, which can overwhelm these events, were notably absent although Postman

Pat, courtesy of Royal Mail Parcels, was there to entertain young children with rides in a trailer behind his van. There were plenty of stalls, relevant to the occasion, for people to part with their money. A membership stand was extremely successful in recruiting for the Railway. Throughout the event "The Railway" refreshment marquee enjoyed good business stoking up the inner man.

Numbers were not as high as was hoped, some 2,000 people attending which was about half that expected. Nevertheless about £2,000 was raised towards shed improvements and the staff mess. All being well there should be a similar event next September. The show was organised by the running foremen at Rolvenden—Adrian Chapman, Colin Edwards, Michael Harman, Brian Heyes, Simon Long, Charlie Masterton and Mark Stuchbury. Congratulations to these gentlemen and their many hard working



Vehicles gathering at Rolvenden on 23 September 1989.

colleagues, for laying on an excellent event.

Also attended by many railway staff, families, friends and exhibitors was a barbeque on the Saturday evening. A fine evening, well stocked marquee, live music as well as a backdrop of gently simmering road engines and steam locomotives added up to an enjoyable time for the majority attending. There were a few long faces, worried about the success, or otherwise,

of the weekend; by the end of Sunday the pessimism was forgotten and smiles were in evidence again. The long suffering cooks—Nicola Hukins, Colin Duncan, Keith Edwards and Richard Osborn—turned out scores of welcome beefburgers and hot dogs: even Colin's lurid descriptions of the fare on offer did not perturb those queuing to be served!

Neil Rose



U.S.A. locomotive and train waiting in the loop at Rolvenden, 23 September 1989.

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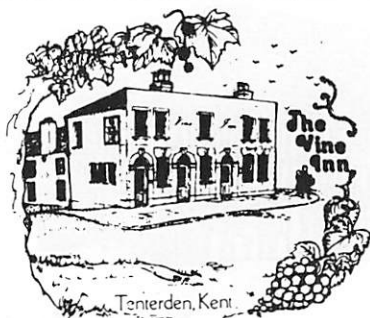
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Book Reviews

Following closely on from their East Kent Light Railway title, reviewed in the previous edition of this journal, Vic Mitchell and Keith Smith of the Middleton Press have produced **Branch Line to Hawkhurst** at the same price of £7.95. The Paddock Wood to Hawkhurst Railway was the first line to be masterminded by H. F. Stephens, although technically he was Resident Engineer operating under the supervisory control of Metropolitan Railway Engineer, E. P. Seaton. A feature of this photographic album is a selection of superb panoramic aerial views of the Hawkhurst site taken in the 1940's and 1950's; early pictures of the line are fairly limited in number but there is a nice shot of opening day, with a confident looking H. F. Stephens, pipe in hand, resting on the locomotive. Both Hop Pickers and Benenden School specials are featured and the book concludes with photographs of the LCGB special on the last day—11 June 1961—when the carriages proudly bore the destination boards Victoria-Hawkhurst-Tenterden-Charing Cross.

This was also the last day of freight services on the Kent & East Sussex line and, probably, the only occasion when a train traversed two of the Stephens lines in one day.

Another Stephens line to receive attention recently is Peter Strange's **The Weston, Clevedon & Portishead Railway**, a 100 page pictorial record published by the Twelveheads Press, but a little expensive at £7.95 in softback form. Nevertheless, this is a line which has received limited photographic coverage in the past, and its sites, locomotives and rolling stock are given very detailed attention from the early years right up to 1940 when the company was in the final stages of dereliction. The WC&P was the subject of a T.V. documentary recently, when Vic Ware, a former member of the staff was interviewed. The book ends with a reproduction of the curt little memo sent to him by W. H. Austen on 7 May 1940, just before the Railway closed. "I very much regret that your services will not be required after Wednesday, 15 May 1940."—no thank you or even a good bye! Austen was renowned for his abruptness—would Stephens have dealt with a sensitive matter in such a perfunctory way?

The long awaited **Ashover Light Railway** by Robert Gratton and Stuart R Band is, as the publisher Wild Swan states, very much a labour of love. This delightful book traces the history

of the Railway, the Clay Cross Company which built it and the Jackson family which sponsored it; indeed the locomotives were named after General Jackson's children and the last surviving member of that generation, Miss Bridget Jackson, has written a foreword. The book, printed on heavy art paper in A4 format, contains 280 pages of text and is liberally illustrated with photographs and line drawings. A particularly useful feature is the comprehensive index, a facility sadly lacking in many books these days. The Ashover Light Railway, although engineered by Colonel Stephens, is one of his lesser known lines, as it was not directly managed from the Tonbridge practice. Nevertheless, the economical method of construction and use of second-hand War Department locomotives was very much due to Stephens' influence. The authors are to be congratulated on producing what will undoubtedly be regarded as the standard work on the subject. At £18.95 it is, if anything, underpriced and the beautifully designed dust cover is an added incentive to attract the widest possible audience.

Railways of Arcadia by John Scott-Morgan, published by P. E. Waters & Associates is in some ways this book is an enlarged version of an earlier pictorial survey of the Stephens' lines produced in 1978 by the same author. The title may puzzle many people—Arcadia is a small locality on the Tenterden side of High Halden which was mentioned in a PUNCH poem about the line. The book is of large (A4) format and its 168 pages contain 274 photographs and many site plans. Good quality art paper has been used and the print is clear and easy to read. Each of the Stephens' lines is dealt with in a separate chapter with a brief introduction, a location map and a good selection of photographs, some of which are new to the reviewer, and informative captions. Photographs of 0395 class engine No 3440 actually at work on the K&ESR are rare so it is of interest to see it at Tenterden Town. However, the extension of the line to Tenterden opened on 16 March 1903, not 15 April as stated in the text. Reading through the book, one cannot help but feel the author has relied to some extent on material published in this journal, though no acknowledgement is given. At £21.95 the book is pricey but would make a much prized Christmas present for a Stephens addict.

E.J.R.M./P.D.S.

Obituary

FRANK HARDING

It is with regret that we record the passing of Lt. Col. F.D.M. Harding O.B.E. former General Manager and Managing Director of the Pullman Car Company. Frank Harding, as he preferred to be known, died at Margate on 8th August in his 93rd year. He led a distinguished business career, including serving in the armed forces in both wars, which culminated in being appointed General Manager of the Pullman Car Company in 1945, subsequently becoming Managing Director in the final years of the Company. It was through Frank Harding's leadership that the post war revival of the Company gained momentum with the introduction of many new services including the "Devon Belle", "Thanet Belle" and "South Wales Pullman". Towards the end of Pullman's independent years he also spearheaded the development of the new "Midland Pullman" diesel-electric units which at that time were quite revolutionary in their concept and, although short lived, were the forerunners of

today's HST sets.

Doug Lindsay, former Walden Pullman manager, had a close association with Frank Harding and many of the later refinements in style and service now adopted on the Wealden Pullman were born out of Frank Harding's advice. His final Pullman journey was taken, appropriately, on the Wealden Pullman in Car BARBARA in 1981 when a special luncheon was served to him and his wife Margaret on the occasion of their visit to open an exhibition of Pullman memorabilia in the Museum. (see The Tenterden Terrier No. 26).

Margaret Harding died in 1983 and they leave a daughter Diana who very kindly suggested that donations, instead of flowers at the funeral should be made to our museum fund. Part of this donation will be put towards a commemorative plaque to be fixed in BARBARA recording his final journey.

D.S.L.



Frank Harding (3rd from the left) at Tenterden in 1981, then aged 84. Also shown (l to r) are Joan Morel, Margaret Harding, Doug Lindsay (Conductor), Julian Morel, Daphne Lindsay, Mark Toynbee.
(D.S. Lindsay Collection)

You're not going Down There again?

A personal view of the railway by Vanessa Toynbee, long-suffering wife of Commercial Operations Director, Mark Toynbee

"Your not going down there again?" How many times have these words echoed around hallways in houses within a 60 mile (or so) radius of Tenterden's well-known railway station? They usually fall on deaf or absent ears for the person to whom they were directed has already got his coat on and is marching purposefully towards the car. This article is dedicated to that very special breed of person—the railway wife.

The railway wife has a very wide-ranging job specification to which to adhere, none of which are ever mentioned in the marriage vows. It entails the careful washing, ironing and mending of uniforms and overalls, dusting shelves of books on such fascinating subjects as "British Railways Diesel Traction—a manual for enginemenn", and showing great tolerance and understanding when a small section of video is rewound time and again to establish whether the split-second view of a

train was a Black 5 on the North Yorkshire Moors or a Crab on the Worth Valley. Sadly my husband also has a keen interest in car ferries and short film clips are examined time and time again from a distance of eight inches from the television screen to see if the white hull floating just out of focus at the back of the picture is the Earl Granville or the St Christopher.

This weekday devotion to all things steam-hauled must also extend to the weekend, packing sandwiches at unearthly hours of the morning (why do they insist on getting up earlier at the weekend than they do in the week?) and providing tea, sympathy and hot bath already run for when he returns, usually a different colour from the last time you saw him. New railway wives may think they can go away on holiday and get away from steam engines. Those that have been married longer will know that a pleasant drive in the country



Oh What a lovely baby!

(Jim Berryman)

may suddenly descend into a gricing trip when a peeling signpost pointing down a narrow lane reveals the presence of yet another preserved enterprise. Or worse, the car screeches to a halt, seemingly in the middle of nowhere. Your partner leaps from the car and examines a solitary concrete post and surveys the horizon. You are interested to learn that this was where the branch line to Lower Snoring crossed the road and that Colonel Stephens may have travelled here in 1927! What is it about their noses that makes railway enthusiasts able to sniff out railway relics in a part of the country they have never visited before? And why do we have to suffer the endless poring over books on returning home to find a photograph of same concrete post as it was when trains were running and it served some useful purpose?

The railway wife can quickly find she has become a railway widow when her dearly beloved disappears at dawn or doesn't return until the early hours of the morning because of a Board meeting. Try as I might I have

never got a satisfactory answer as to why painting, digging, cleaning or cooking may be done at the railway with great enthusiasm but studiously avoided at home.

Why assume that the Kent and East Sussex Railway is a male preserve? Why should they have all the fun. If, after you've dusted, hoovered, cooked and cleaned, and still have a few hours spare I can heartily recommend that you spend them on the railway. It is not the male bastion you think it is. You will find kindred spirits in every department who have recalled that old maxim "If you can't beat them, join them" and done just that! And don't believe them when they say you won't understand what is going on—women are far more practical than men and our outlook on customer care, general cleanliness and service will improve the railway for everyone's benefit.

Let 1990 be the year when instead of 'he who must be obeyed' saying "I'm off down the railway, see you later", you say "Hang on, I'm coming too!"

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From the Railway Archives

Work at Northiam . . . 60 years ago



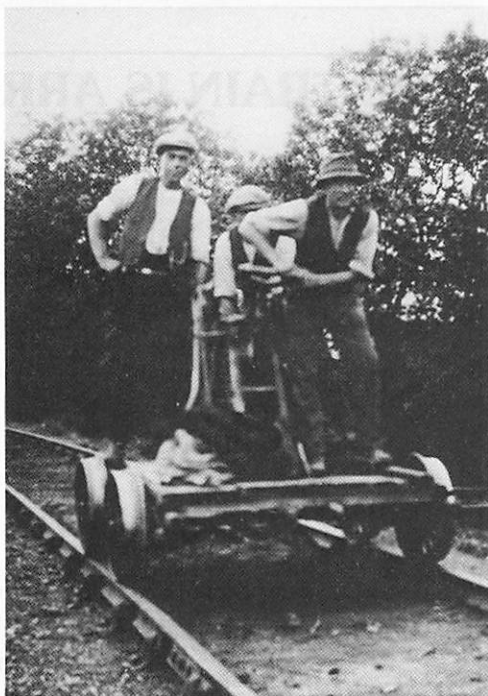
A

Although not of the best quality, these photographs are of interest in that they show the permanent way gang working at Northiam circa 1929.

The gang is probably engaged on the 'spot' replacement of sleepers—in the foreground of photo A the surface of one sleeper is exposed while the others are buried in ballast. One of the staff bungalows can be seen at the extreme right of this picture and to the left of that are the twin gables of Bannisters, the corn chandlers.

In photo B, the white post and rail fences of the livestock pens which covered the area now occupied by the oil depot can be seen. To the left of the telegraph pole is the thatched cottage demolished in the early 1970s to make way for the present house opposite the station yard entrance. The sidings are well stocked with wagons and the platform is covered with the usual clutter of milk churns, barrels and boxes. The platelayers trolley shown in photo C may well be the one found on the line when the preservation society first moved in—it is nice to think so.

John Miller
Archivist



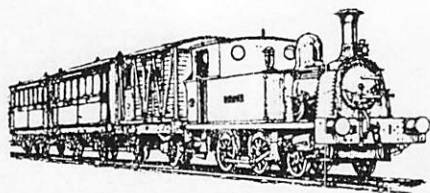
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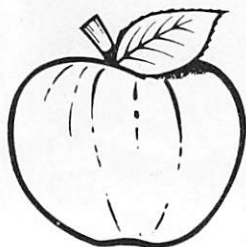


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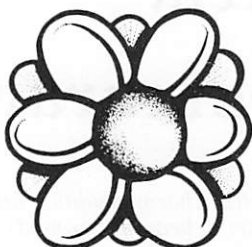
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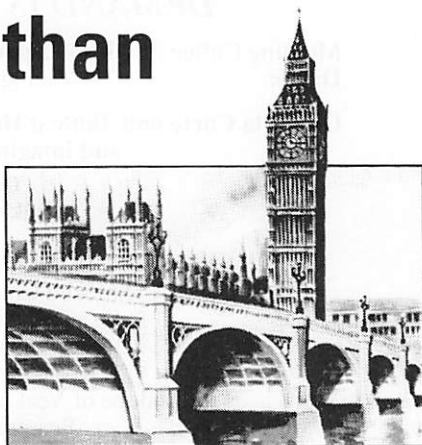
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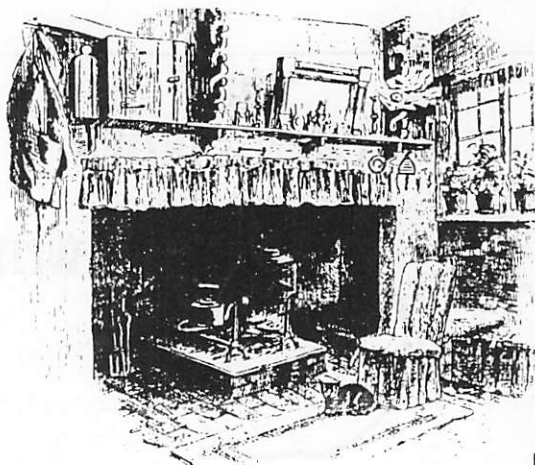


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