

# The Tenterden Terrier



Number 54

Spring 1991



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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D.J. Felton	A.J. Robinson	A.F. Webb
K.W. Lee	D.M. Stratton (Chairman)	P. Wilson

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The Tenterden Terrier is published by the Tenterden Railway Company Ltd, three times yearly on the third 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. Telephone Staplecross (058083) 436.

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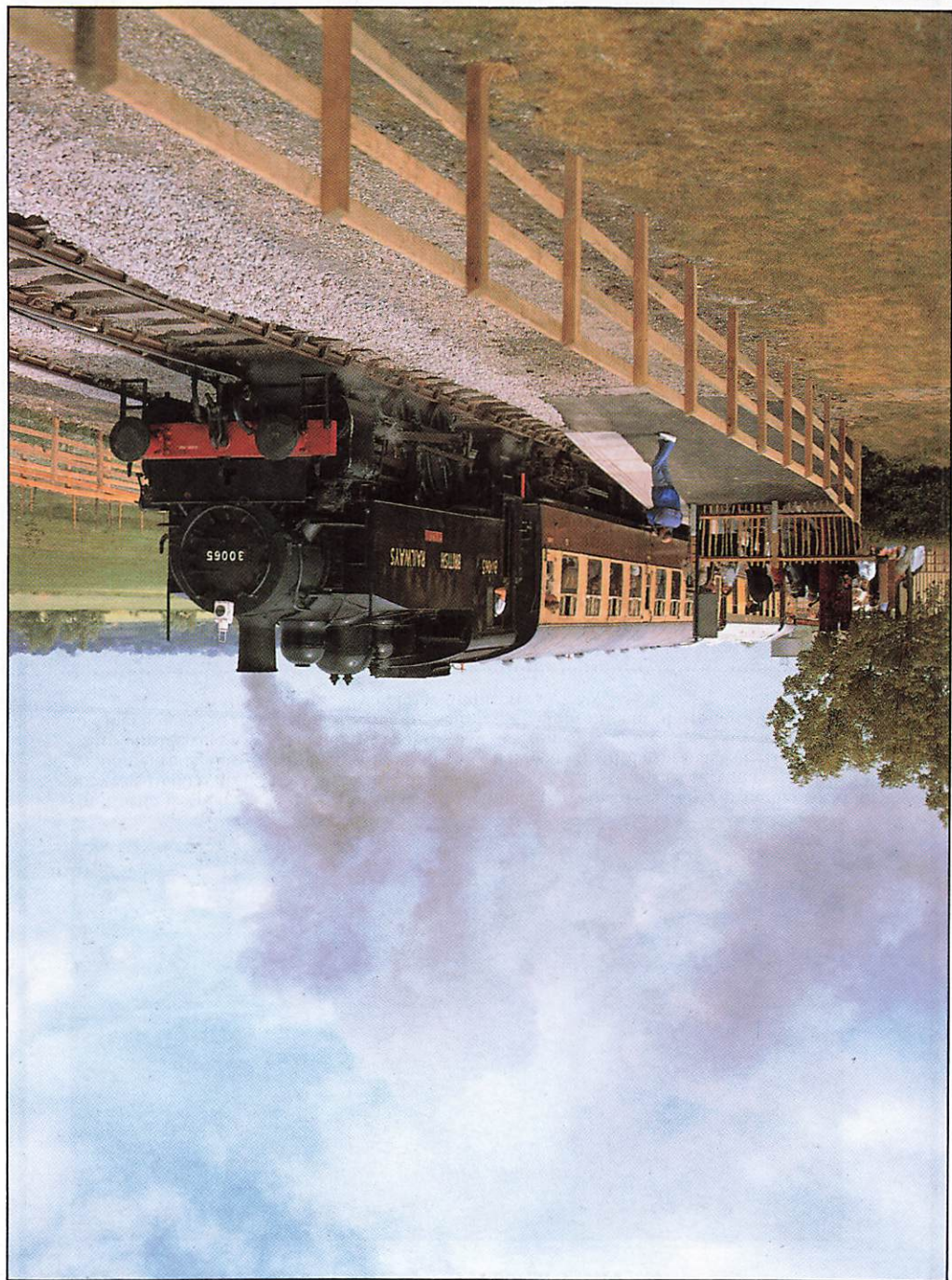
## Great Dixter



**OPENING TIMES** House and Gardens open **Tuesdays to Sundays inclusive** and Bank Holiday Mondays from 29 March to 13 October and 19/20 & 26/27 October. Open 2.00 pm. Last Admission 5.00 pm. (Garden open from 11.00 on 25, 26, 27 May, Sundays in July and August and 26 August)

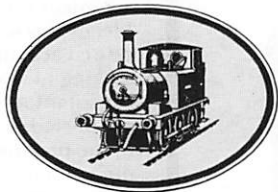
The 500 year old manor hall is open together with the gardens, well known for a wide variety of plants. Some of the unusual plants have won awards at the Royal Horticultural Society shows in London. *1½ miles from the K.&E.S.R. station at Northiam*; follow the signposts in the village for a very pleasant visit. Telephone : Northiam (0797) 253160.







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## Editorial

### Light on the Horizon?

1990 was, by any yardstick, a year of achievement. The A.R.P.S. award for excellence in January, followed by the opening to Northiam in May and culminating in a 17% increase in passengers—another record. The price to pay has been the necessity to raise borrowings to record levels, and a higher fixed overhead to sustain the infrastructure of what has become a sizeable business. Track renewals alone on the operating section will cost £30,000 this year and we now have eleven people on the Company payroll. With a deepening recession in the economy, it would be easy to forecast a difficult year ahead. In fact, the Gulf crisis could ameliorate this prospect. With the likelihood of many more people taking holidays at home, what better place than Tenterden and the Weald of Kent?

\* \* \* \*

From time to time, anonymous contributions are received, ostensibly for publication. It is not the policy of this journal to publish such items, as it is felt that the Terrier should entertain only an open exchange of views on matters which affect our railway.

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Graphics by Vandyke Design  
Printed by L & T Press, Luton  
1991

*FRONT COVER No 11 and No 14 "Charwelton" approaching Tenterden home signal with the 12.25 pm ex Rolvenden. Charwelton was on a test run this day, 6th January 1991.*  
(Mike Esau)

*FRONTISPIECE No 22 "Maunsell" ready to leave Northiam Station on the first day of public services, 19th May 1990.*

(Brian Stephenson)

# Lineside News



## Compiled by Duncan Buchanan

*For the second year running trains are running during what used to be known as the closed season. It is an opportunity to use our small engines as they were designed, unlike most of the year when services demand heavier trains.*

*Despite the seeming small passenger numbers during last winter, the numbers are almost certainly higher this year, the provision of services seems to spur the working volunteers on. Many are required to operate the services but some, who were previously never seen during the closed season, return to work occasional weekends thus reducing the workload on the few. Long may it continue and more join in. The railway continues to expand and only volunteers can make it viable in the long term. The closed season does, at last, now appear to mean open as usual.*

## Company Finance Officer

David Felton has been guardian of the company's finances since 1974, and has steered them through the significant years of strong growth and progress to which we have all become accustomed. He deserves the best thanks of all members for his faithful devotion to duty, coupled with his ability to sound notes of caution when overeager spenders have not always been appreciative of the fiscal responsibilities which must accompany sensible growth and progress. David seeks to relinquish this task, and his colleagues on the board are fully understanding of his wishes. He has agreed to stay with the Board until the next Annual General Meeting, however.

This then creates a gap in the governance of the company which has to be filled. The Board is now actively seeking applications for the post of Honorary Company Finance Officer. Routine day to day office backup is provided to what will be a computer based operation. A committed volunteer is looked for, as David has been. Ideally this will be a member (perhaps a recently retired accountant or bank official) who is seeking to make a worthwhile and challenging contribution to the railway. Interested persons are invited to write, or speak to the undersigned, in the first instance. A short list will be drawn up, and interviews arranged, to fill the post as soon as possible.

*Raymond Williams*  
Secretary

## From the Chairman

As 1990 comes to an end having been a most successful trading year with the opening to Northiam impacting well in all areas, we must now turn our thoughts to the future.

Much needs to be done to improve our existing line for instance Northiam needs to be finished. The permanent way requires expenditure and upgrading. Much of our carriage and wagon stock require expensive restoration as at present it is in depleted condition causing complaints from outsiders. Work needs to be done at the Wittersham Road site and finally Tenterden site, although much improved in certain areas, is open to major criticism for untidiness and poor storage of parts again causing complaints.

However on a more positive note let us turn to 1991 when we must NOT be seen to rest on our laurels. Exciting new projects are planned for this year making it more interesting both to working members and visitors with the added bonus of a visiting locomotive from the Severn Valley Railway. With the depth of experience, expertise and knowledge that our railway possesses around me I view the future with more comfort than would otherwise be the case (elsewhere). Finally, however, in the event that difficult decisions have to be made I hope that you will not find your Board and myself wanting.

*David Stratton*  
Chairman

PS Northiam—Bodiam—Robertsbridge  
now that's another matter!

## From the Board Room

No fewer than 3 meetings were called before Christmas to examine budget submissions from the departments, and to arrive at realistic working financial arrangements for 1991, in the light of the current national economic



constraints. Alan Robinson's input in connection with this has been phenomenal.

The company's paid staff are all in possession of Employment Contracts which have been, to a large extent, standardised. A 10% increase in wages across the board was allocated to them for 1991 and this was announced at a special meeting, convened by the Chairman, at the White Lion Hotel just before Christmas.

### Locomotives

The position on the locomotive fleet is as follows

#### Steam Locomotives

No. 3 (Bodiam): awaiting Board decision on repairs.

No. 8 (Knowle): Valves and guides now fitted.

No. 10 (Sutton): Out of service until Easter.

No. 11 (1556): has been in service running the early January winter service. Attention has been given to the brake gear.

No. 12 (Marcia): awaiting the attention of Dick Beckett, the owner.

No. 14 (Charwelton): completed. Sunday 6th January 1991 was a day spent running in the loco between service trains. Sunday 20th January saw it out for the first time running service trains.

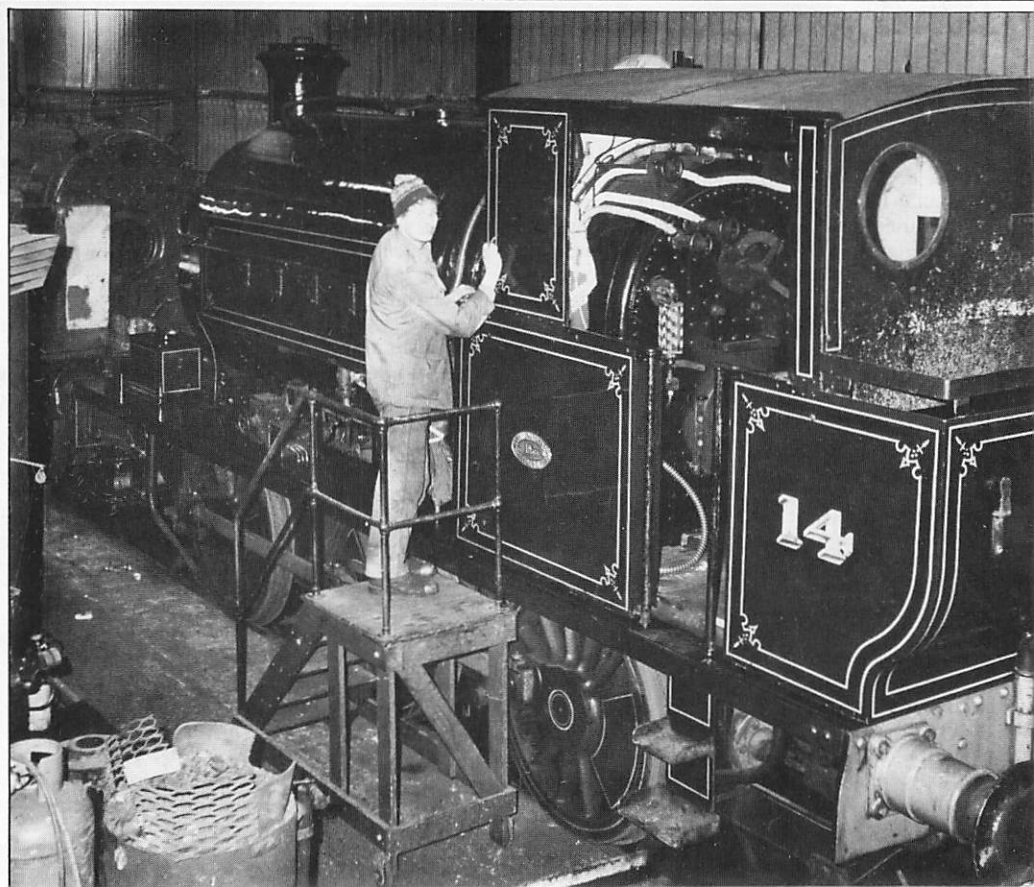
No. 19 (Norwegian): steady progress being maintained; will hopefully show signs of great progress in the spring.

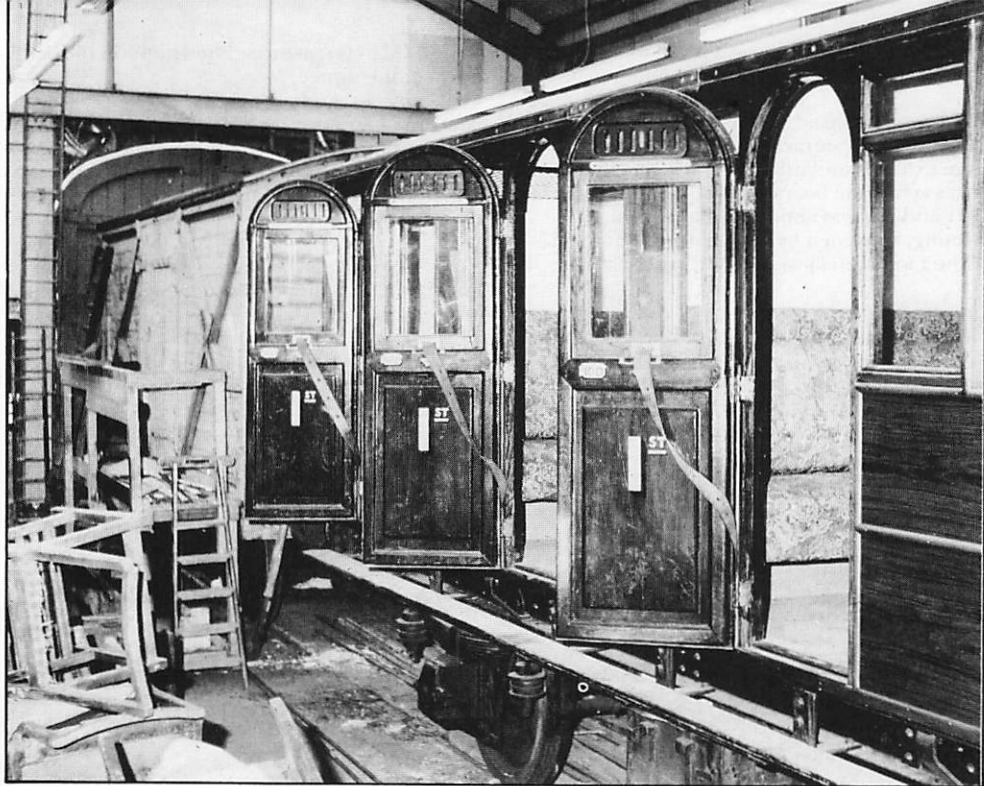
No. 21 (Wainwright): Expecting the boiler to be completed by Easter, if not before, by the contractor. The front tube-plate has been prefabricated and the tube holes should have been drilled.

No. 22 (Maunsell): out of service awaiting its 10 year boiler lift and general overhaul.

*Peter Salmon lining out No 14 "Charwelton" in Rolvenden Works, 22nd December 1990.*

*(Brian Stephenson)*





*District Railway coach, No 100, undergoing attention in Tenterden carriage shed with L&Y goods van, No 136, behind, 22nd December 1990.*  
(Brian Stephenson)

No. 23 (Holman F. Stephens): Passed its insurance surveyors steam test on 17th January. Boiler lagging now being fitted. Should be ready in time for Easter.

No. 24 (William H. Austen): available for service, not expected to be used at least until Easter.

No. 25 (Northiam): available for service until early May, then out of service for 10 year boiler lift and overhaul.

No. 26 (Linda): new tubes have been purchased and have now to be fitted.

No. 27 (Rolvenden): still hard at work at its out station, Tenterden.

#### **Diesel Locomotives**

No. 20 (GWR Railcar): efforts are being concentrated on the forward passenger saloon at the Robertsbridge end of the vehicle. The top section of the waist-level horizontal beam is in the process of being renewed, along with the frame brackets on the left-hand side. Also being

attended to, is the renewal of all the original steel screws with brass ones at floor-level on the vehicle as a result of accumulated moisture.

New lamp housings have been manufactured, courtesy of Brian Edwards, for both ends of the Railcar, along with miscellaneous brackets for the frame. The manufacturing of new panelling, along with the repair of the roof sections, is also being looked into at the present time.

No. 40 (Ford): Awaiting resources for repairs.

No. 41 (Ruston): In service and working on the Wittersham side of the permanent way worksite at Oxney straight.

No. 42 Out of service; a new set of axle-box brasses have been purchased by Maidstone area group.

No. 43 (Titan): Waiting a set of seals for the air pistons of the Wilson gear box.

No. 46 (BR Class 03): Had a test run to the Rolvenden sewage works and back on 19th



January. Several teething troubles have now to be sorted out.

No. 48 (BR Class 14): Some progress on repairs to components taken from this loco, in order to put No. 49 on the road.

No. 49 (BR Class 14): In service, a new set of brake blocks have been fitted. This seemingly trivial task strained several strong men for hours due to their weight.

#### Cranes

No. 133 (DS451): After an accident involving this crane it is awaiting the insurers report before work can commence.

No. 145 (DS1770): Awaiting the next steaming of the 36 ton crane (81S) to take the opportunity to lower the jib, still stuck in the air since the May 1989 trackwork fortnight, on to the runner wagon as a prelude to crane repairs. This is scheduled for February.

No. 151 (81S): In service, with full frost precautions taken.

#### Locomotive Mileages

##### Steam

No			Totals since 1974 or since joining	
	1990	1989		
3 Bodiam	—	—	4425	
10 Sutton	856	365	9685	
11 P Class	1325	323	4318	
14 Charwelton	—	—	4100	
22 Maunsell	750	2157	14054	
23 Holman F. Stephens	—	2287	19009	
24 William H. Austen	2185	—	16263	
25 Northiam	3949	2074	17160	
26 Linda	1620	1212	4552	
Totals	10684	8418		

##### Diesels

	1990		1989	
	miles	hours	miles	hours
40 Ford Bo+Bo	—	—	115	71
41 Ruston	102	34	12	6
43 Titan	747	123	478	343
49 BR Class 14 9525	537	189	592	521

#### Carriage and Wagon

##### Carriages

GER 6 Wheel Composite 81: All the bodyside handrails and door handles have been fitted and the body has received the first coat of maroon gloss paint.

Internally the compartments are nearing

completion and the main features still to be fitted are the panels above the seat backs, in which are fitted the picture frames and mirrors. All the seating has been modified and lengthened by 12" and is awaiting collection by the contractor for retrimming. The guards compartment is almost complete with all the necessary equipment fitted including guards seat, steam heater and electric light control switches.

LNWR 6 wheel saloon 82: All repairs have been completed to the body, internally all mouldings and fittings have been refitted and minor alterations made on some of the panelling. The end doors have been overhauled and repaired and the droplights made to open. These had been stuck in the closed position by numerous coats of paint. Steam heaters will be fitted in each saloon and once this is completed new lino will be fitted throughout. The 12 dining chairs have been retrimmed in new first class moquette and are ready to be installed. The body is in undercoat and when the weather is favourable it will be painted in full LNWR livery.

District Railway 4 Wheel First 100: This was shunted into the workshop on 14th October for a long overdue overhaul. The bodyside varnish was in poor condition particularly on one side and it has been completely stripped off. Revarnishing is taking place when the weather is favourable. Brass grab handles and rubber bump stops have been fitted to the bodysides and doors. These were never fitted when the coach was originally restored.

The roof canvas was found to be in a bad condition and this was replaced with a new canvas Eight gas lamp tops have been fitted to the roof, to an original LNWR pattern.

Internally the compartments have been fitted with ceiling electric lights and underseat steam heaters. Underneath the coach a small cabinet has been fitted to carry the batteries for the electric lighting, also fitted to each side is an additional lower stepboard.

The running fleet will receive maintenance attention during January and February. This will include lifting each coach to inspect and grease the bogie centre pivots. All chairs from Petros have been stripped and the seats and backs sent away for retrimming. Some of the chairs in Diana will also be sent away for repairs and attention to the seats.

Maunsell CK 56: Work restarted in January and efforts are concentrating on completing the first class compartments so they are ready for fitting

the retrimmed seating when it is returned from the contractors.

### **Wagons**

SER 6 wheel goods brakevan 2010: This left the workshop on 14th October fully repainted in SECR dark grey complete with Venetian red ends.

L&Y goods van 136: This was shunted into the workshop during November to unload some seating and chairs. A couple of body boards were found to be rotten and these are being replaced. The van will now receive a repaint and other minor work.

### **Permanent Way**

The end of last year saw the completion of preparation for the winter work programme. The biggest single job has been the chore of repairing the many concrete sleepers originally purchased for the Northiam extension but laid aside at that time, almost invariably because of broken chairs. In many cases, due to the age of the sleeper, much brute force including use of a compressed air drill, was required before a repair could be effected. These sleepers were then laid out mid-week during December. The headshunt at Northiam has been completed with more 75lb ex-army track panels, recovered from Wittersham yard.

The clay bank alongside the track on Oxney straight was cleared from a position where it fell onto the track and replaced with 110lb sleepers to form a new wall and so prevent a recurrence of this problem.

Early January saw a record 49 lengths, of the remaining metal sleepers section of the line, being ripped out, and the trackbed levelled, in one weekend between Oxney curve and round almost to Wittersham Road. This was despite the gale force winds and rain. The metal sleepers were originally recovered from near Junction Road and have served us well but due to corrosion and rust most were providing very little support for the track and some could not even have done much to maintain the gauge. While the track was out the dry culvert, just beyond the Wittersham Down Home signal, had its abutments dug out, a job not done when the culvert was originally filled a few years ago due to lack of finance. Kevin Hickmott has again been employed as a contractor driving his Poclain digger. This has proved especially valuable in the absence of a crane.

The spot resleeper programme has continued most notably at Gazedown Wood,

Orpins crossing and Newmill Bridge. At Orpins the crossing itself had to be lifted to enable access to the sleepers.

The last months have seen much tamping work done. Clive Lowe and Keith Jones have braved both the summer heat (the cab being warm in even very cold weather) and the pouring rain, wind and cold to get on with the job of putting the line to rights after many years of limited work. The main sections dealt with so far are around Popes cottage, Newmill straight and up Tenterden Bank. The work progresses well as the subtleties of operating the new machinery are fully appreciated.

### **Forestry and Conservation**

The department continues to expand with 5 new recruits. These include Dai Jones and John Gardner and following Alan Wilcox's volunteers day, Tony Edge and Jack and John Hill.

The group has now finished from Tenterden Station down to Cranbrook Road. The bases of many trees have been lifted and some old and dangerous willows taken out. The benefits of this work are threefold; first and foremost, safety is paramount and the work has not only removed potentially troublesome trees, but has also improved the sight lines for drivers and lineside workers. Secondly the trees and vegetation are managed in such a way which the group, which now has 14 miles of trackside, can maintain. Thirdly, our patrons have better view of the countryside but not at the expense of the trees.

The work will give ground cover species a chance to thrive and in particular the rabbit warren now has a good covering of ground plants which is essential to stop erosion of the surface of the embankment.

Two natural wild-life areas have been left more or less untouched, one just west of the Tenterden home signal and the other just east of Cranbrook Road. However rabbits remain a problem along this section and at many other parts of the line.

Now that the 1991 budget has been settled the group's programme will include continuing work on the operating section, working from Cranbrook Road to Rolvenden station, and, particularly in May, June, and July, on the high fire risk areas.

As many lineside workers will be aware, the brambles have been increasing at an alarming rate even spreading across the track in many



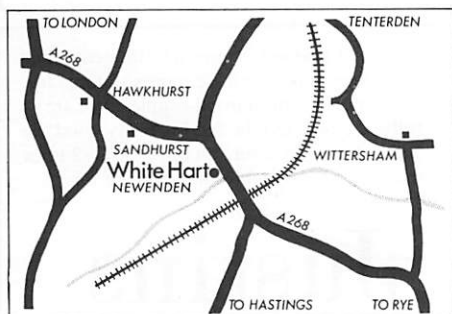
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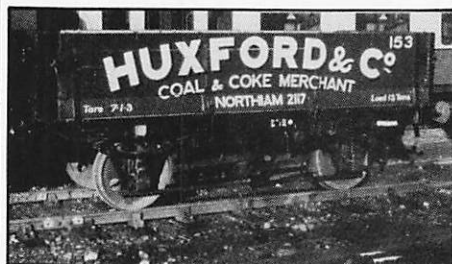
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## Justins

Bodiam Robertsbridge East Sussex

areas. They provide a perfect haven for rabbits, choke other plants and pull fences down. They are also a potential fire risk. It is intended this year that after cutting and burning areas of brambles they will be sprayed to stop regrowth, thereby letting grass and other ground plants re-establish.

Last year the group helped clear the south side fence line beyond Northiam from Mill ditch to Dixter halt. This year a longer section of the north side boundary has to be cleared to enable a stock proof fence to be installed.

The Board has agreed that a start can be made on clearing the Northiam to Bodiam section. However, although the last half mile to Bodiam station was cleared over the Christmas holiday, this work must not be allowed to take precedence over the work outlined above and will probably be undertaken on extra days. Firstly, efforts will be concentrated on clearing the loading gauge to enable a trolley carrying the group's equipment to be pushed through. If finances allow, limited spraying will be undertaken to consolidate our work. After that further work will be concentrated on clearing



*Driver Adrian Chapman despairs of waiting for water at Rolvenden, Spring 1990. This picture was taken as part of an 'A' level project.*

*(Charles Dalton)*

the ditches and then as a third phase, the fences can be cleared.

### **Signals and Telegraph**

The ground frame for the permanent way siding at Wittersham is progressing well with assembly of the various parts at Tenterden now nearing completion. Wadhurst signalbox, having been moved to Northiam Station, has now been covered over to protect it from the elements. The purchase of level crossing equipment is progressing though currently held up by an unconnected legal dispute between the DoT and the supplier.

The S&T side of commissioning 'A block' has been completed. It now awaits the production of operating notices and instructions before training of the loco crews and guards. 'A block' will allow signalboxes to be closed and opened in any order at almost any time to suit traffic requirements. This means that busy days will use the same signalling equipment as quiet days with perhaps only one engine in steam working in force, though without requiring signalmen at all the signalboxes. The ability is also provided to allow the guard to perform shunting at a station when the box is unmanned (closed out). Because the system must cope with four, or more, signalboxes it is, of necessity, complex.

### **Building**

The department is delighted to welcome a new recruit, Steve Armstrong, in response to the request in the last Terrier.

A start has been made on the re-erection of the Hawkhurst crane outside the carriage shed. The foundations have been concreted and, subject to finance, construction of the plinth will soon commence. During the winter repairs are being made to Tenterden and Wittersham signalboxes. Various timber components are being replaced and it is hoped that gutters and rainwater pipes will finally be completed to both boxes.

The supports to the station canopy at Tenterden will also be replaced during the winter. At Rolvenden the final bay of joists has been fitted, to the shed extension, together with the laying of flooring and fitting of internal doors.

### **Operating**

After the summer weekday running the tempo of operation reduced a little. However a number of filming and charter bookings meant that further weekday running was required and once again a thank you is due to the staff who manned the railway on those days. October saw

booked diesel haulage on normal services for the first time. Since the diesels are mainly used for unfitted engineers trains this provided a welcome opportunity to train diesel crews in vacuum braked work. Crews are needed, capable of this to run any backup service when required. Unfortunately the diesel service proved unviable commercially.

The Santa special season went reasonably well from an operating point of view, last year's timetable being a considerable improvement on the previous year, with reasonable rest periods between services. The class 14 diesel saw use throughout, banking trains, due to weight and the weather, from Rolvenden to Tenterden.

To further consolidate the railways operating standards, Charlie Masterson has been appointed Training Standards Officer, responsible for the co-ordination of training of all operating staff and others whose duties take them on or near the line. Whereas operating staff have been subject to rules exams the position of others has not been so clear. Suitably qualified operating staff have normally been available but as the railway expands each group, for example the P. Way gang or the Forestry and Conservation must be able to look after themselves by being suitably trained.

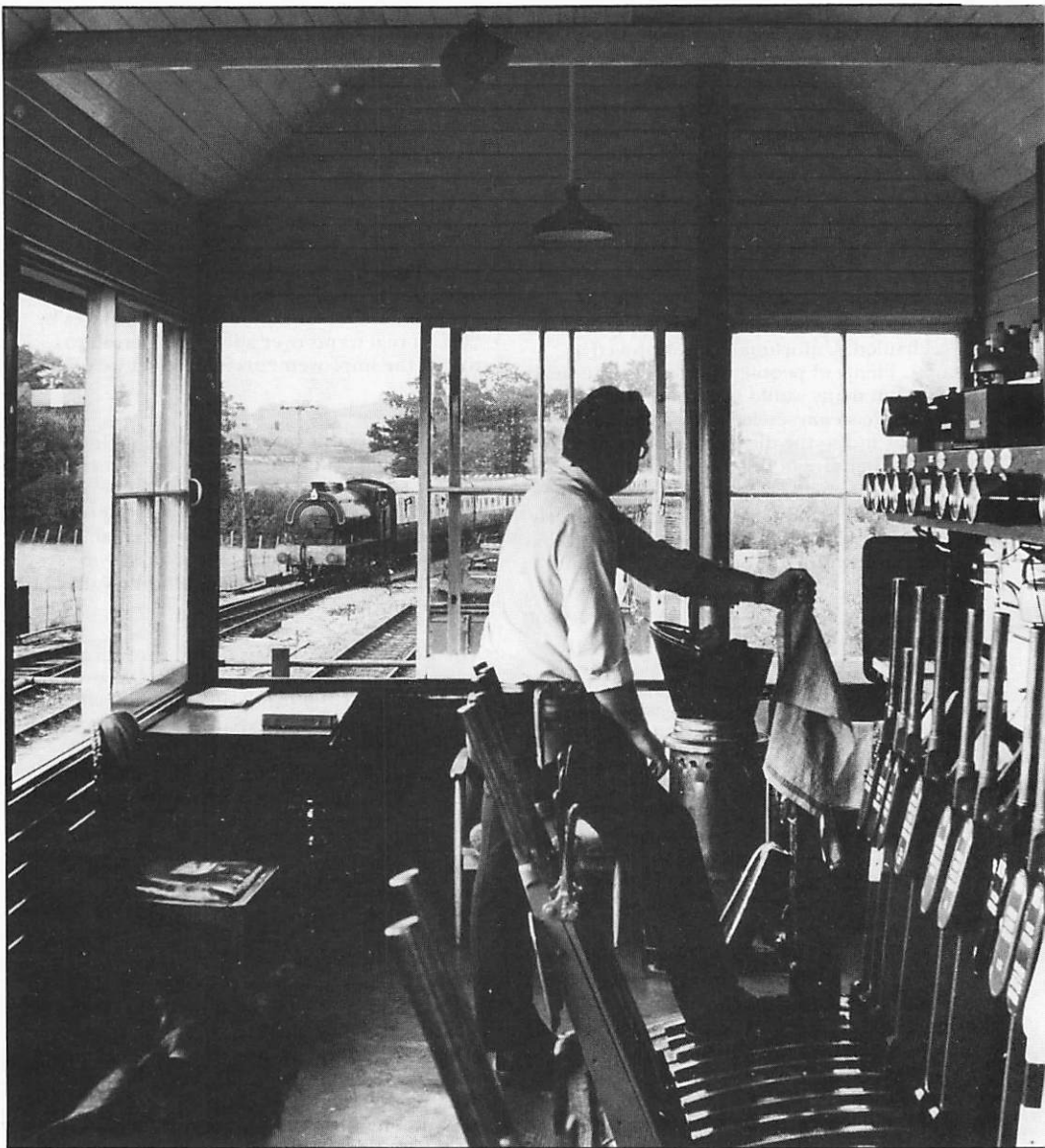
Two further personnel changes have occurred, Roger Rowe has resigned as Traffic coordinator and been replaced by Graeme Richards. Philip Clark-Monks has been appointed Stores and Budget Assistant for the operating department.

### **Commercial**

Wealden Pullman: after the seemingly traumatic start to the service in 1990—the hiring and subsequent departure of the Pullman Manager—the service proved, yet again, that when the K&ESR does something it is done professionally and expertly. A huge vote of thanks should be paid to Stuart Phillips for his steadfast refusal to accept any excuse, short of death, for not working on the Pullman. His purposeful cajoling ensured that every one of the 33 Pullmans were fully staffed. No mean feat when the pool of volunteers numbered 28 or so. To those volunteers goes the biggest thanks.

Overall, the Pullman maintained its well deserved reputation with its customers. Over 2,400 were treated to the delights of yesteryear and the majority have rebooked for 1991. There are a few places left in September and October. Changes to the service mean the department now comes under the catering manager as explained below.





*No 25 "Northiam" entering the loop at Rolvenden with signalman Phil Edwards on duty, 25th August 1990.*  
(Brian Stephenson)

Doug Lindsay has written to pay tribute to George Hubbard, a former attendant and conductor with the Pullman Car Company, who died on New Year's Eve at the age of 80. It was George, more than anyone else, who provided Doug with the inspiration for "Pullman" twelve years ago, when he became Wealden Pullman Manager. This led to the adoption of Pullman

style uniforms, Pullman service and cuisine, for which the K&ESR is now famous. George also introduced Doug to many of his former colleagues and with them a mine of information on Pullman matters. George was a company man; a man of strict principles and high standards; it is these high standards that we are upholding on the Wealden Pullman today.

**Administration:** Over the past 2 years the amount of administrative work that passes through the main station office has increased from a trickle to a torrent. The day to day paperwork—mail sorting, letter and report writing, bookings for school visits, birthday parties, group visits, Pullman and Hotel accommodations has been phenomenal. There have been occasions when the telephones have reached 'meltdown point'. To this end Beverly Wright has been the star of the show.

**Diesel services:** October saw an experiment where every alternate Tenterden departure was diesel hauled. Unfortunately this proved a disaster. Plenty of people travelled on the steam services but many would rather wait the extra hour for the steam service than travel behind the diesel and so the diesel hauled trains often ran with a handful of people on them, or none at all. Accordingly any attempt to repeat this experiment, which had been advertised clearly in the timetable and in *RAIL* magazine, will have to be carefully thought out.

**Santa Specials:** the service carried nearly 13,500 passengers during the 10 days of operation. Beverly Wright, Angela Clark-Monks and Margaret Howard all did sterling work processing the ticket applications—to them thank you. Donald Wilson again showed that he has the eye for a bargain with a high standard of gifts provided and a parcel wrapping organisation second to none. There were a few hiccups encountered, vis-a-vis double bookings, but given the number travelling the whole operation was another example of how well we do things.

**Marketing plans:** 1990 was a very pleasing year and proved to be quite a turning point for the railway. The opening to Northiam transformed our finances and the public perceptions of our operations. Local authorities in particular look upon us in a new light which is already proving beneficial. Trading, overall, remained so buoyant that a mid-year fares increase of 10% had no detrimental effect on carryings.

1991 must be seen as a year of consolidation. The new timetable reflects this with the standard hourly service maintained and an emphasis on increasing loadings. Extra days of operation are scheduled for June, July and September largely to cater for a growth in school and coach business. Increased marketing efforts are being undertaken in Hastings and Eastbourne, principally in the 160 hotels and guest houses in the area.

Great Southern Railways is a new initiative between ourselves, Bluebell, Watercress, Isle of Wight and Swanage Railways. This provides discounted fares for travel on the other railways after a first ticket purchase. The consortium will also be able to promote the railways on a regional basis, nationally and in Europe.

Special events this year range from Mother's Day Afternoon Tea Specials to a series of three Vintage Sundays. The visit of the GWR 'prairie' tank, 4566, from the Severn Valley along with more vintage rolling stock will ring in the changes. We remain on target to raise fares by 20% in real terms over a five year period to match the improvements in product we offer.

### **Catering**

From January this year all catering, including the Wealden Pullman, is under the directorship of Ken Lee. Ken will be appointing a new catering manager to oversee all the catering operations. Margaret Howard will remain as Buffet Supervisor to allow the manager to develop train catering on The Rother Valley Ltd. service and Wealden Pullman.

The Rother Valley Ltd. is being introduced following the success of a trial Sunday service during August 1990 and will allow staff who do not wish to work late on Saturday evenings to participate in an enjoyable way on Sundays. Diana will be used for the service which will include morning coffee, lunch and afternoon tea.

The Wealden Pullman, with 36 seats, will remain our prestige service and should prove easier to staff with only 8 crew members required each evening.

Until the catering manager is appointed Peter Broyd has agreed to assist Ken Lee in setting up the new Rother Valley Ltd. and to start implementing the hygiene laws which came into force at the beginning of this year. If you would like to help in any part of the catering department but require further information please contact Peter Broyd on Hailsham (0323) 841650 or if you would like to book yourself in for a turn please contact Stuart Phillips at Tenterden Station.

### **Membership**

New membership for 1990 has shown a healthy increase over 1989, 528 new members having joined during the 12 months to 31st December, an increase of 41%. Membership advertising, the opening of the Northiam extension together with a passenger increase of some 17%, not

forgetting Challenge Anneka, have all played a part in the success story. Membership renewals for 1991 were 20% up on the same period in 1989, despite an increase in the subscription rates. Hopefully, the impetus will be maintained during 1991 although 1990 was an exceptional year.

The appeal for new covenantors in the November *Rooter* fell largely on deaf ears. Although members subscribing in this way increased by 22% to a total of 388, this figure is less than 20% of the Full membership total. Forms are still available from the Membership Secretaries!

Total Membership as at the end of 1990 was 3,043, made up of 2,007 Full, Associate and Honorary members plus 1,036 Family members.

### Health and Safety

The annual fire extinguisher check is under way. All extinguishers round the railway are checked and replenished as necessary. A team from the railway entered the district heat of a Fire Safety quiz and won, beating in the process a team from the Fire Service College at RAF Manston. They now proceed to the area finals in

Southampton in June.

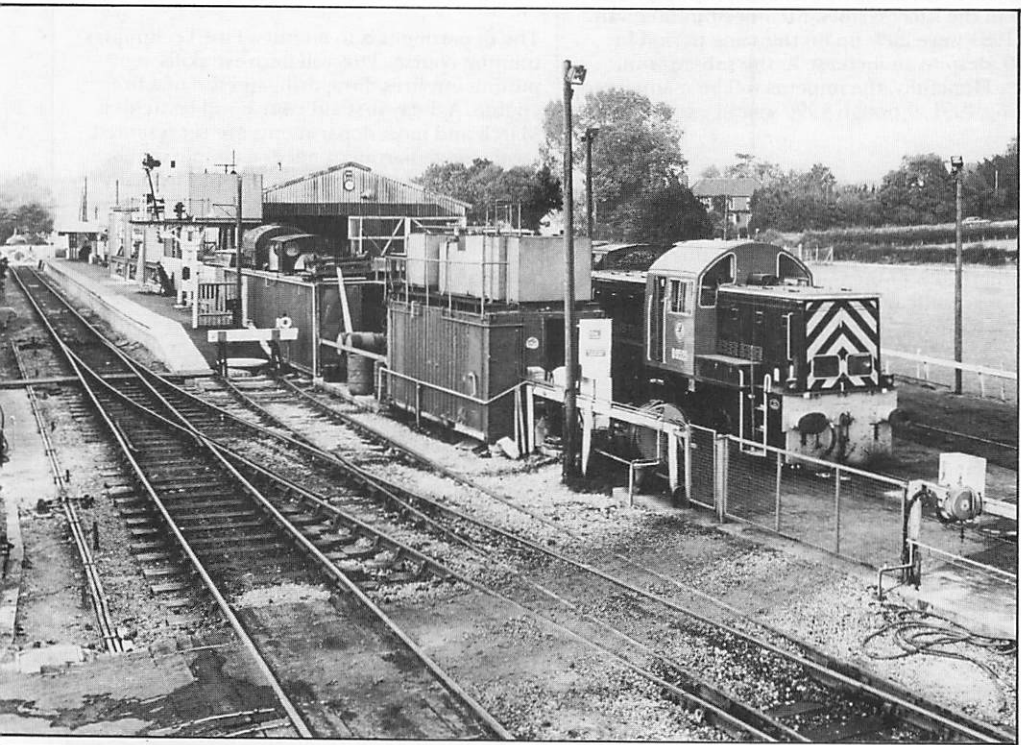
The department is to attend a Fire Techniques training course. This will improve skills at putting out fires, hose drill, and use of a fire engine. A 3 day first aid course will be held in March and most departments are represented. Lastly the department needs a couple of new recruits. They must be over 18 and physically fit. Applications to Richard Osborn at Tenterden Station.

As mentioned in the last Terrier, 1990 was our worst year for lineside fires and a committee under Robin Dyce has met to consider how to tackle the problems. Their report considers not only how to prevent fires but also how to deal with them after an outbreak.

Measures to prevent fires involve more controlled burning of the lineside in high risk areas and avoiding stopping trains on up-grades while level crossing gates are operated, especially at Cranbrook Road and Wittersham. Declaring high risk days, so that loco crews, and other staff, can be more aware of the risk, a no-smoking ban can be introduced on trains to avoid cigarettes being thrown from carriage



*Diesel locomotive D9525 waiting to depart Tenterden for Northiam with the 12.30 pm service on 14th October 1990.*  
(Doug Barrow)



*General view of Rolvenden on 25th August 1990. Note the shed extension in the early stages of construction and No 14's tank and cab upon a container.*  
(Brian Stephenson)

windows and giving consideration to double heading or banking trains with a diesel, were all measures that could usefully be done.

Once fire has broken out the main measures are ensuring that water butts are properly provided at all locations, ensuring that everybody is aware of their duty to help put out fires, especially train crews, and the need to be able to communicate quickly to obtain any necessary assistance. Radios and mobile telephones are both suggested as useful in the last role. The need for the railway to maintain a fire appliance to assist in extinguishing fires was also noted.

#### **Tenterden**

The internal fitting out of the new Administration block is now complete with only the actual furniture, telephones and so on the move. The Portakabins have been re-roofed in order to make them water tight. Hopefully by Easter the admin office will be moved into these premises. This should prove a godsend, space wise, and make the job of administration proportionately more comfortable.

#### **Rolvenden**

The shed extension moves on and now properly resembles a building. The outdated and potentially dangerous electrical supply and distribution has been totally replaced by Dave Green. This involved new switch gear and moving the main Seeboard supply. This has all been encased in a new purpose built room and all the floor joints, at the platform level, are now in place. The building department should now be able to complete the interior in time for Easter. The work continues to be paid out of the Rolvenden Loco Improvement Fund.

#### **Northiam**

Peter Davis has agreed to co-ordinate the activities needed to complete this site. The second platform is a good example of the necessary work which, whilst not urgent, should be completed to give the site the finishing touches.

#### **Bodiam Project**

There have been 18 monthly working parties at



Bodiam since the start of the project and the site now has a cared for look about it. Work has been concentrated on making the site more secure before starting in earnest on the station building.

The oak post and rail fence has been completed around the restored flower bed and in the next few weeks the length of the road frontage will be fenced. Considerable effort has been taken to get the fencing as near as possible the same as that showing photographs from the 1920's. All timber has been machined to Imperial dimensions, with posts 5 inches and 3 inches square and rails 3 x 1 1/2 inches. Modellers may like to know there are two intermediate posts between each main post and all are at 3 ft. centres. The fence is 3 1/2 feet high and the four rails have spaces between them (from the ground) of 4, 6, 9 and 10 inches.

During the winter months, more of the headshunt towards Robertsbridge will be cleared of undergrowth and trees. It is hoped that the Community Service scheme which has been in operation at Bodiam Castle for some years, will be extended to include clearance of undergrowth along the track from Bodiam towards Northiam. With this in mind, a short

section of track from the crossing gates has been cleared to demonstrate the standard required. Details on working parties will be found in the *Rooter* newsletter.

Some damage has been caused to the old forecourt surface when on 30th January, representatives of the East Kent Railway Society removed the old steel wagon which has been stored at Bodiam for many years. Permission to take a heavy vehicle over the forecourt was refused but in spite of this the yard gates were lifted from their hinges and a low loader and tractor unit were driven in. The full extent of the damage will not be known until the remainder of the surface is cleared of the rotted vegetation and coal dust laid down over the years.

On a happier note, the station building canopy supports have been replaced with new ones to the identical dimensions of the old, and like the originals constructed in pitch pine. The only departure from the original is that, whereas the old supports went down 18 inches into the platform and consequently rotted, the new timbers are pegged onto concrete bases cast to the dimensions of the originals. This work is partly funded by a private donation.



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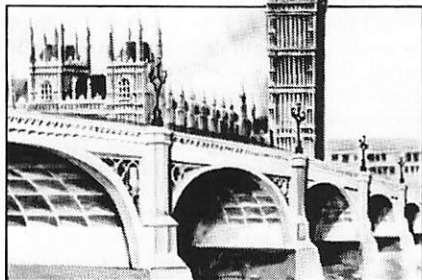
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# This is the Shop

**Angela Clark-Monks, Manager of the Station shop at Tenterden, highlights some of the features of a successful year's trading in 1990 and looks forward to 1991.**

1990 saw some major changes to the station shop. The entrance was re-located to the platform, a decision not without its critics, but which has enabled more display space to become available for the greater variety of lines now being stocked. A new glass display counter and teak veneered shelving, donated by a local church, were installed at very little cost, giving better facilities for the new lines and also the books and videos which for some time have been a major part of shop sales.

The Railway's accounts for 1990, when available, will show that the shop has had a successful year. Overall turnover was up by 11%; within this, films and videos did exceptionally well with increases of 47% and 45% respectively. General souvenir sales were up by 17%, Thomas the Tank Engine items by 20%, but general book sales were down 4% and stock books by no less than 24%.

The growth in general souvenirs has been quite dramatic and is indicative of increased numbers



*Angela Clark-Monks behind the shop counter.  
(Philip Clark-Monks)*

of people visiting the shop. The cheapest items on sale are postcards at 10p, the dearest sweatshirts at £14! Customer emphasis has been



*Display counter.*

*(Philip Clark-Monks)*

on "useful" items rather than "trinkets", but small pocket-money souvenirs for children have continued to sell well. These items included 1,000 pencil sharpeners, 385 executive jotters, 650 breast pens, 430 rulers, 552 swimtubes, 2,842 pens, 1,658 guide books, 116 stock books, and 803 mugs.

Book sales were down slightly, which was not unexpected, as Book & Video Buyer, Donald Wilson, decided to concentrate on the more fast-moving lines, together with his splendid variety of "Bargain Books". Nevertheless, the range of railway books on display is still regarded as the most comprehensive available in this part of Kent.

The growth of video sales has been spearheaded by the introduction of family viewing railway stories, such as "The Train", "St Trinians" and "The Railway Children". Specialist archive tapes have also sold very well. However, the mark up on books and videos is considerably less than that on general souvenirs and, of course, they represent a considerable proportion of the money tied up in stocks.

With trains running throughout the year, supplies of both guide books and stock books were exhausted by mid June to the detriment of

sales, and whilst a newly-designed guide book is now back on the shelves, a revised stock book is urgently needed in response to many enquiries. Finally, the sale of Thomas the Tank Engine items never fails to amaze, the 20% increased turnover being aided by the four new models released during the latter part of the year.

At the beginning of 1991, I was appointed to the permanent staff of the Railway as Shop Manager/Administrative Assistant, having previously acted in a voluntary capacity. This will give me more time and opportunity to improve the range of goods and total sales. The allocation of a room in the new Portakabin complex at Tenterden will provide much needed storage space, particularly when shelving has been fitted, and enable unsightly stocks from the shop to be removed from the public view. A mail order service will be introduced in 1991 to cater for our increasing number of postal enquiries.

In the longer term, it is hoped that shop facilities will be extended to Northiam. A very big thank you must go to all volunteers who have worked long hours to make the shop the success that it is. Thanks also to our many customers, who we hope will continue to patronise us in 1991.

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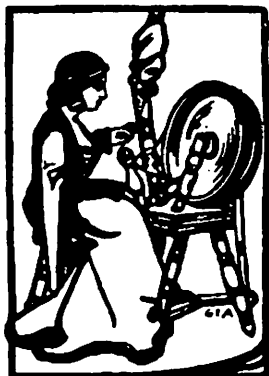
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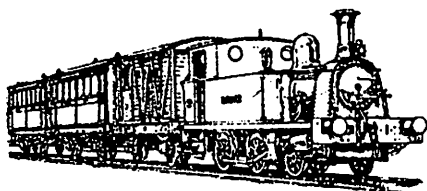
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# Behind the scenes of the "Santa Specials"

by Donald Wilson

The month of December is one of the busiest periods for the private railways, as the running of numerous "Santa Specials" make most accountants smile, for almost all trains achieve their objective of optimum loading with every seat sold—often months in advance. This is certainly true at Tenterden where it is a sobering thought that as each train drifts downhill from the station, it represents more than £1,000 in gross income. Many family groups make annual pilgrimages to these festive trains, lending credence to the notion that parents enjoy the experience and atmosphere created just as much as the children.

So what is the secret of our success? The geniality of the Santas? The value of the presents? The taste of Harrods-quality mince pies? The lure of a miniature bottle of sherry? Or simply the friendliness of the staff and the seasonal atmosphere of the Christmas treat? Perhaps it is a combination of all the above that is the right recipe.

Our policy has always been to offer a quality product, something which we constantly strive to improve. Unlike some other railways we have never detained passengers on to cold platforms to join long queues for a visit to "Santa's grotto" in a converted waiting room. Far better to bring Santa to the comfort of a heated train with all the excitement created as he moves his way through each coach.

I have been the buyer of Santa's presents since the first trains ran in 1974. At that time, I could collect all the toys needed from my wholesaler in my car in just one visit! In the intervening 17 years, such has been the growth and success of these trains, that a complete 10 ton lorry now arrives at the end of October, laden with more than 150 cases representing about 5,000 individual items. It is only then that the hard work of unpacking, sorting and wrapping really starts.

The purchase of presents has virtually become a year-round activity. Although my main buying spree is at the beginning of October, I always keep my eyes open on my travels for special purchases and sales in High Street stores, or for shops which are closing down. Many bargains can be obtained in this way at very competitive prices. It is not unknown for me to descend on a branch of Woolworths and, much to the

amazement of customers and staff alike, proceed to clear complete shelves of "sale" toys. Mutterings of "Must have a big family" can be heard in the check-out queue behind me! This group, with its vast buying power, enables me to obtain good value presents at a better price than comparable items through my normal wholesaler.

A question that is frequently asked is how do I know how many presents to buy for each group. In the early years, I used to religiously record the age and sex of each child at the time of booking, but on analysis of the figures, we always seemed to have about two adults for every child, with the majority of children being in the 2-6 age group. So buying is concentrated in obtaining a wide selection of presents for these ages, although they are in fact categorised for suitability into four main age groups: 1½-3; 4-6; 7-9; and 10+, each denoted by a different basic colour of wrapping paper. An important consideration that can easily be overlooked is that the presents must be easy to wrap, preferably in boxes and rectangular in shape. Given the fact that the cheaper end of the toy market promotes its products on "blister cards", this is not an easy task. Babies in arms are not forgotten either. Although we do not charge fares for them, they are always given a present, usually a small fur bear or similar. Unfortunately, the supply of such items at low cost has virtually dried up, due to tighter EEC restrictions on goods from the Far East. My wholesaler could not supply any last year, and I was therefore resigned to having to give out rag books instead, until, when I was doing my own shopping in London, I by chance discovered a "temporary shop" selling Christmas decorations. To my delight, in the window were the very items I was looking for—small soft cuddly bears for only 50p! By the time the shopowner had recovered from my purchase request for 500, the price had been very satisfactorily negotiated downwards, his stock had been virtually eliminated, and a deal was struck for the 1991 season as well!

In order to avoid carrying over too much stock for the following year, the final week before Christmas is always hectic. After the last trains have returned on the penultimate weekend of operation, all the presents are physically counted by age group. This is then checked against the known number of confirmed

bookings for the remaining trains, the adult/child/age formula applied and a final foray to the wholesalers to 'top up' takes place. At this time, I also buy some multi-age presents which I hold in reserve and wrap at the last minute to ensure no group suffers too much from a restricted present choice.

Whilst the actual selection of presents is important, a major improvement in the distribution logistics was achieved with the erection last autumn of the office and store complex at Tenterden. From here, I stacked the toys into the four age groups, counted the sheets of wrapping paper by colour and loaded them into my car for delivery to my team of wrappers who devote many hours to this vital task. More help is always welcome, with between 200 and 400 items being allocated per person.

As with many of our operations, by 1988 we had reached capacity with one 6-coach train in intensive use. Not only was this exhausting for Santa and his team of gaily-dressed pixies who devotedly followed him everywhere, but it was also stretching the resources of the catering team to provide hot punch and mince pies. When the passing loop was commissioned at Rolvenden in 1989, we were able to run a two-train service with trains crossing there and Santa hiding in the toilets! This has resulted in a much less pressurised operation, although an increase in overall staff numbers has naturally resulted. Furthermore, the introduction of reserved seats for every train, with each coach having its own attendant has been a great success and the trains now spend 50 minutes at Tenterden, which gives ample time for servicing and stock replenishment, as well as allowing passengers to browse in the shop or visit the buffet before joining the coaches.

Last year, we almost equalled the previous year's record of 14,500 and this success is the Kent & East Sussex at its best with marvellous teamwork

from all departments. The locomotive crews in particular have a very early start to prepare their steeds on cold winter mornings whilst the long-suffering pixies have to drag Santa's sacks through the trains and endlessly listen to the hushed replies to "How old are you?" and "Now what's your name?" and then search for the correct colour code wrapped present. Mention must be made of Chris Wood who has the unenviable task of ensuring we have enough Santas and pixies and is prominent as one of our two "Fat Controllers" with his bowler hat, keeping an eye on the overall commercial operation and of course, adding to the credibility of the Rev. Awdry's stories.

Some readers may think I live and breathe Santas—well I certainly do for the last quarter of each year and I always travel at least once 'incognito' to see children's reactions and eavesdrop on parents' comments on the toys received. The joy for me is to see so many happy and smiling children leaving the station making their way home with their presents after having had a memorable day. It is hard work for everyone, not least for the wrapping team, whose efforts are systematically destroyed in a few seconds! All too soon it will be Christmas again and the challenge of another successful season lies ahead.

We do of course have a few disappointed customers, but the prize must go to the party who arrived from London clutching reservations for the Sittingbourne & Kemsley's Santa train and were most upset that we would not honour their tickets! Perhaps there is a moral in this tale somewhere?

*Donald Wilson was the Railway's Commercial Manager and Director from 1974 to 1988 and is currently Book & Video Buyer for the Colonel Stephens' Railway Shop.*

## **Colonel Stephens—The Man and his Railways**

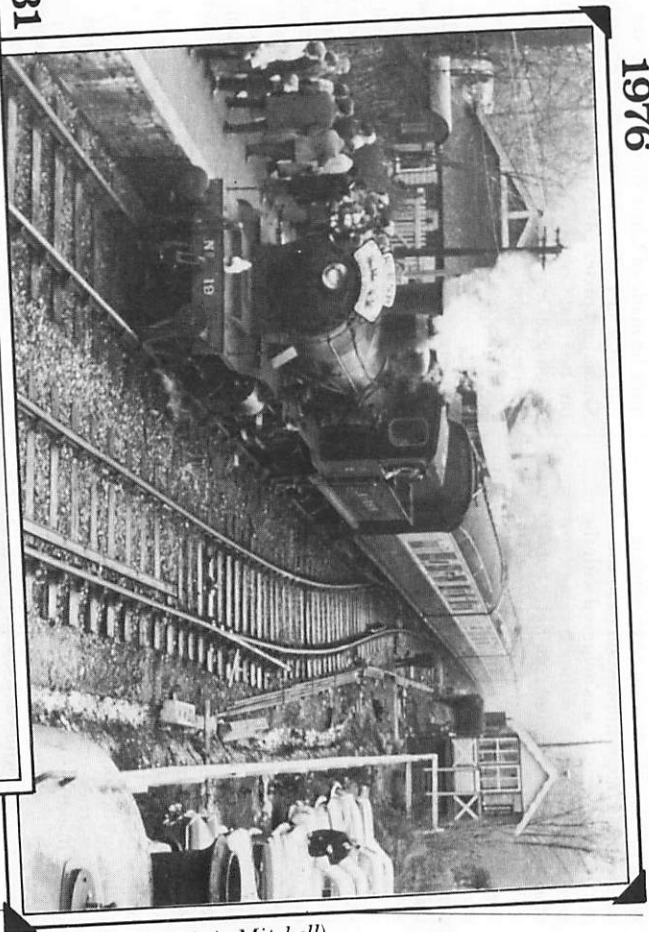
A four day residential study course to be held at Plas Tan y Bwlch, The Snowdonia National Park Study Centre, from 27th to 30th September 1991. The course will include visits to the Festiniog and Welsh Highland Railways. For details please write (with A5 size s.a.e.) to The Director, Plas Tan y Bwlch, Maentwrog, Blaenau Festiniog, Gwynedd LL41 3YU.

# 15

# YEARS OF 'S



1976



(Chris Mitchell)

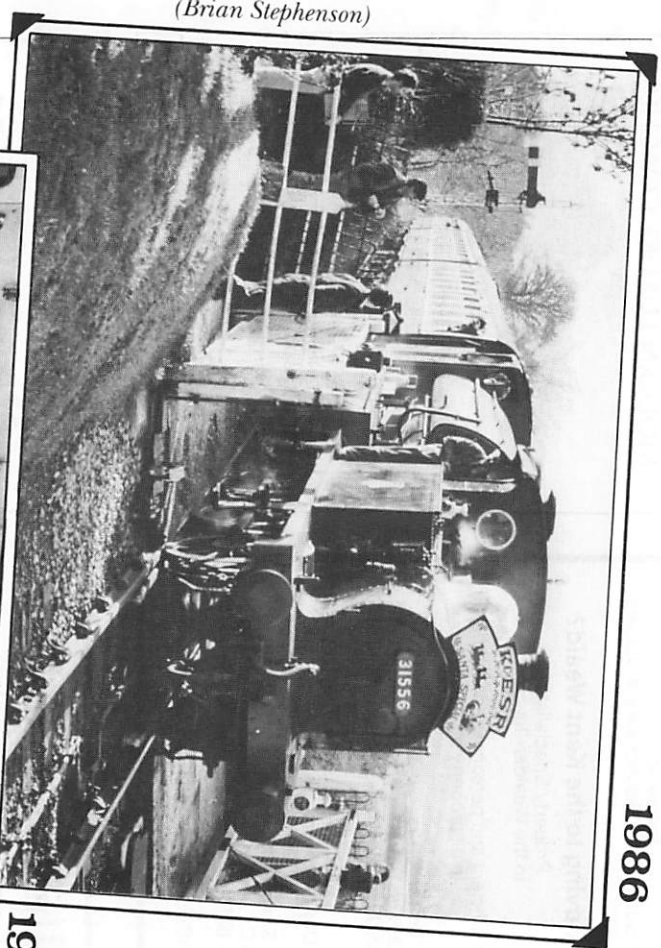
1981



(Brian Stephenson)



# MNTA SPECIALS'



1986

(Brian Stephenson)



1990

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## An analysis of passengers carried in 1990

1990 was another excellent year for the Railway, with overall numbers of fare paying passengers up by no less than 17%. An additional 100 trains were run and average loadings increased from 86 to 90. The re-opening to Northiam, aided by the "Challenge Anneka" programme, created enormous public interest and was responsible for the increased business, notably in May, June and July. There was a slackening off in the latter months of the year—from August to December numbers were only 4% up. This included 13,484 Santa fares, slightly down on last year's 14,133, as the number of trains was deliberately reduced from 80 to 66 in order to give a less hectic time for Santa and a more enjoyable run for all concerned. The number of passengers joining trains from our intermediate stations remains extremely small—one wonders if Wittersham Road might eventually become a request stop!

Pullmans and Charters were down, not as a result of reduced demand but because the decision was taken to suspend Saturday evening services during the month of August.

First-class supplements were down from 4,204 to 4,087, but dog tickets rose from 405 to 463. A total of 12,398 platform tickets was issued, compared with 13,469 in 1989.

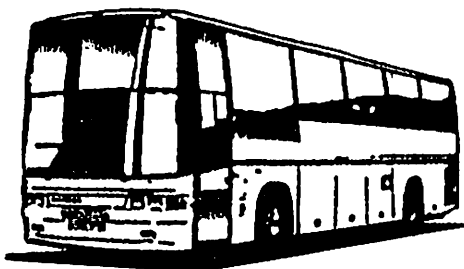
We enter 1991 with a deepening recession, but also a likelihood that, with the Gulf crisis, many families will take "Stay at home" holidays. In the circumstances, there is no reason to be unduly pessimistic, although one might expect to see a concentration of traffic in the peak summer months.

**John Emmott**

	1989				1990			
	Op Days	Trains	Passengers	Ave per Train	Op Days	Trains	Passengers	Ave per Train
January	—	—	—	—	4	14	391	28
February	—	—	—	—	4	16	1232	77
March	8	60	6206	103	5	20	1512	76
April	10	55	3441	63	15	106	9083	86
May	12	78	5813	75	14	118	9446	80
June	22	114	6748	59	14	76	8161	107
July	25	131	8585	66	25	132	11485	87
August	31	164	15588	95	31	190	16818	89
September	14	76	5174	68	14	86	6760	79
October	10	32	2771	87	9	44	2126	48
November	4	12	1197	100	5	21	983	47
December	12	89	14435	162	14	88	13937	158
	148	811	69958	86	154	911	81934	90
Wealden Pullman/Charters			2720				2408	
Privileges			3191				4329	
Totals			75869				88671	
Bookings from:								
Tenterden			68543				71509	
Rolvenden			13				643	
Wittersham			629				143	
Northiam			—				7206	
On train			773				2433	
			69958				81934	

NOTE: The first public services to Northiam ran on 19th May 1990.

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# Ticket Topics

Some years ago I wrote a series of articles on the tickets of the Colonel Stephens railways, largely based on specimens from my own collection many of which are now on show in the Tenterden Museum. Eventually I ran out of material, and since I have been resident in southern Africa for the past fifteen years, opportunities for research into the subject did not occur often.

Early in 1990, however, while visiting the UK, I met Mr A. E. Adams a former member of the old K&ESR Preservation Society whom I had known well in the formative days of the venture and who shares my interest in railway tickets. Mr Adams had carried out extensive research into the ticketing practices of the Salford Terrace railway empire, and had come up with some remarkable and fascinating new information which he was kind enough to pass on to me together with a number of original tickets which have been reproduced with this article.

Perhaps the most interesting discovery is that although it has long been known that tickets for many of the Stephens railways were printed on the K&ESR, it now appears that there were two and not one location involved in the work. The printing works which existed on the platform at Rolvenden station has long been known, and lead type and a half tone printing block for a guide to the Shropshire & Montgomeryshire Railway were unearthed in the 1960's during excavations at Rolvenden. What has not previously been documented, however, is that another press existed in Robertsbridge High Street, at which a great deal of ticket printing was carried out for many of the Stephens lines.

In a remarkable piece of detective work, Tony Adams tracked down the details just in time to rescue much of the equipment and a vast quantity of printer's sample tickets from the former premises of Whiting, Printer, of Robertsbridge. Further research established that Whiting of Robertsbridge had served his apprenticeship at his family's business of T. J. Whiting & Sons of Finsbury, London—an old established firm founded around 1600, and which finally ceased trading in the mid 30's. Young Whiting in due course set up in business of his own account in Robertsbridge, where he was already at work in 1905, and there is circumstantial evidence that he met Col. Stephens soon after going into business, and that the Colonel was so impressed with his work that he decided to encourage the embryo printing tycoon by entrusting him with much of the work of producing tickets for the growing light railway consortium controlled by Stephens' office in Tonbridge. The business relationship between the two concerns flourished, and it is known that Whiting continued to print for Stephens at least until 1932 and possibly longer, although the firm finally closed down around 1940.

By a remarkable stroke of good fortune the company's records and much of its machinery were then forgotten and lay undisturbed for another 50 years until they were eventually discovered by Mr. Adams at a time when the current owners were just thinking of throwing out all the records and disposing of the machinery for scrap. Happily a rescue effort proved successful, and one can imagine the excitement as Mr Adams began to go through the dusty piles of paper retrieved from the works

Shropshire & Montgomeryshire Railway		Shropshire & Montgomeryshire Railway	
No. A	Class	No. A	Class
<b>PARTY TICKET</b>		<b>PARTY TICKET</b>	
Date	ID	Date	ID
Mr.	Party	Mr.	Party
From	Station	From	Station
To	Station	To	Station
and return			
Adults	£	Adults at	£
Children	£	Children	£
Reference No.	Clerk		
No.	Persons	No.	Persons

*OUTWARD JOURNEY*

This ticket is issued subject to the Shropshire & Montgomeryshire Railway Company's Regulations and Conditions stated in These Tables (which must be shown and given up when required).

*Single or return?  
Only the outward journey  
coupon was provided  
for this ticket although  
the counterfoil states "return".*



**CHILD. No. P**  
**Kent & East Sussex Ry. Kent & East Sussex Ry.**

**& E. S. Ry. No. P**

**P**  
**COUNTERFOIL.**

191

Adult

Class

From

To

Fare

Collector.

Issued subject to Company's Regulations.  
To be shown or given up on demand.

**HOMEWARD JOURNEY.**

**OUTWARD JOURNEY.**

191

Adult

Class

From

To

Fare

Collector.

Issued subject to Company's Regulations.  
To be shown or given up on demand.

by .....

Oldest ticket so far found is this three part example printed in black and red.

and discovered that Whiting had meticulously preserved samples of virtually all the tickets which he had printed, presumably to be used as samples in the event that re-orders were received for the same typesetting in the future.

From these surviving specimens, examples are known from the K&ESR, East Kent Railway, Weston Clevedon & Portishead, and Shropshire & Montgomeryshire railways, all of them paper tickets intended in most cases to be issued by travelling ticket collectors on trains, and therefore printed in 'blank' form for the originating and destination stations and other information to be written out by hand.

One would have thought that with all the railways under the same central control there would have been standardisation of ticket systems, but surprisingly this is not so. Thus, a

comparison of the Excess Fare Receipt forms of the WC&PR and those of the K&ESR reveals that although the layout of the tickets is identical, the WC&PR ticket is a single coupon, of which a duplicate was clearly made for accounting purposes by means of carbon paper, whereas the luckless ticket inspector on the K&ESR had to write everything in duplicate leaving one copy as a stub in the receipt book while the other was torn out and given to the passenger. The S&M Excess Fare tickets were also designed for use with carbon paper, with the carbon copy blank form printed on light purple paper and overprinted 'COUNTERFOIL' in red to ensure that it was not issued to a passenger in error. In view of the saving in time and labour of using carbon paper it is curious that only a few of the sample tickets are designed in this way, especially as the existence of carbon tickets on some of the

**K. & E. S. Ry.**

**Excess Fare Receipt No. U**

Issued at .....

Date .....

Excess from .....

To .....

Class without ticket .....

Class travelled on (No. of ticket held) .....

3rd Class to 1st .....

Excess luggage weight .....

Dogs accompanied by pass. ....

Bicycles .....

Frams .....

Folding Frams .....

Total included in Cash Remittance .....

Collector .....

**Kent & East Sussex Railway.**

**NOT AVAILABLE**

**Excess Fare Receipt No. U**

Issued at .....

Date .....

Excess from .....

To .....

Class without ticket .....

Class travelled on (No. of ticket held) .....

3rd Class to 1st .....

Excess luggage weight .....

Dogs accompanied by pass. ....

Bicycles .....

Frams .....

Folding Frams .....

Total included in Cash Remittance .....

Collector .....

TO BE SHOWN OR GIVEN UP ON DEMAND.  
Issued subject to Conditions shown in Public Notices and Time Table.  
Available on day of issue and valid until expiry.

The Weston, Clevedon & Portishead version of this ticket was printed without the left hand counterfoil.

railways makes it clear that the idea of carbon counterfoils must have been known at Salford Terrace.

Probably the oldest specimen in the collection is the three part K&ESR return ticket dated 191? With an outward and return portion plus a counterfoil these must have been a nightmare to issue, requiring, as they do, full details to be written out no less than three times on each ticket. This ticket reveals a degree of independence on the part of Col. Stephens, as it has a detachable portion in red at the top of each passenger coupon designed to be cut off when issued to a child (and also requiring origin and destination stations to be written in yet again!) This 'Child Half Snip' system was unknown on any of the Southern constituent lines, but was common on northern railways and was later adopted as standard by the LMS and LNER but not by the SR or GWR, which used a different system entirely.

The return tickets for all companies usually provide separate coupons for outward and return journeys, but the East Kent Saturday Cheap Return ticket, printed on pale purple paper and dated in the 20's, had only a single coupon for the return journey. Rather more strangely, the S&MR Party Ticket, although

having the passenger coupon labelled 'OUTWARD JOURNEY' did not seem to have a corresponding return portion, although whether this is because it was intended for use as a single journey ticket or a single coupon return is not now evident some 70 years after they were printed.

Another area in which standardisation is noticeable by its absence is that of physical size. Despite the obvious advantages of standard formats, the physical size of the passenger portions of the various tickets ranged from a civilised 3 1/4" x 3" for the East Kent local Saturday cheap return to a monumental 8 3/4"x5" for the Shropshire & Montgomeryshire local return ticket of the 20's, with a variety of intermediate sizes apparent for the other tickets.

The exact relationship between the Rolvenden printing works and Whiting's works at Robertsbridge is an interesting subject for further investigation, and I hope to be able to shed more light on this subject in due course. In the meantime, I must record my thanks to Mr Adams for making available to me the results of his research so far, and also for letting me have the original tickets which form the subject material of this article.

ROBIN DOUST

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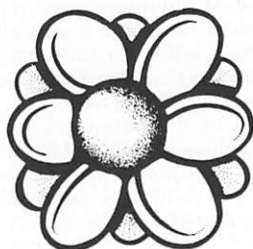


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and some Wednesday afternoons.*

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# Carrying on a Tradition

Duncan Buchanan describes the workings of the Tenterden Railway Press.

*There are centres of excellence all around the railway. Some are obvious whilst others are hidden away. Many members may be aware that the railway has its own printing department, but few will be aware of where it is located and what the range of work is.*

In the days of the old company there existed a print shop at Rolvenden. It was run by Jimmy Norton, who rented the premises from the railway. Details of the equipment and capabilities are not known, for certain, but as a general printer the range of work undertaken was wide and varied. The bewildering variety of forms required to operate a railway is an endless subject of research for the interested. To run the freight side alone would mean so much form filling that carriage of the goods was the quick part of the operation. The printing works, as likely as not, printed all these forms and also

the posters advertising the line and its timetable. There is evidence to show that the works were also used to print up similar material for other Col. Stephens lines. However as a general printer the railway work probably formed only part of his output.

In recent years a printing department has been located in the former parcels office at Northiam station. Ray Bowden looks after the two presses and the multitude of type and paper contained in the room. He was a printer by trade until made redundant in 1974. Both presses are similar in that they employ letter press printing rather than the modern Lithography technique. In letter press printing a raised image is created on a chase, or form. A chase consists of a square, or rectangular, metal frame within which is mounted the type for printing. In lithography a



Ray Bowden in the print shop. To the left the "Victoria" Platen press and to the right a chase being typeset.  
(Philip Shaw)

Kent & East Sussex

RAILWAY

RESTAURANT  
CAR SERVICES

TICKET No. \_\_\_\_\_

Train departs Tenterden Town Station  
at \_\_\_\_\_ on \_\_\_\_\_

TABLE No. \_\_\_\_\_

Tenterden Railway Company Limited

The holder of this card is qualified as a

**TICKET INSPECTOR**

in accordance with the Operating Rules  
of the Company.

Holders signature.....

Issued by.....

151

photographic image is transferred to a flat plate which transfers the image relying on the principle that grease and water do not mix.

The firm Ray worked for allowed him to purchase a press described as a "Victoria" Platen Press for the sum of £15 plus VAT. The platen press looks as if it is Victorian but is actually of 1930's vintage. When operating it is a wonderful sight to see the platen moving slowly backwards and forwards, the ink rollers moving over the chase and only just moving out of the way in time before the platen again presses up against the plate. At the same time, to one side, a large heavy flywheel spins. In order to work the machine, several levers need moving to achieve the relatively simple operation of placing paper against an inked chase. In between movements, Ray will move one piece of paper off the platen and replace it with another, in the correct position, ready to be printed. The machine has a solid robustness about it which inspires confidence that nothing can go wrong.

The press, has been described as being by far the best platen machine for quality work. It might well be described as the "craftsman's

machine". An example of the attention to detail is in the motion of the platen itself. At first sight the platen would appear to operate as a hinge and close on the vertically mounted chase. However the platen actually closes only until it reaches the vertical, at which point it is maybe an inch from the plate. Then the whole platen is moved horizontally until contact is made with the chase. This ensures even pressure over the paper being printed, which in turn ensures an even amount of ink is taken up and hence an even looking finish. However the drawback is that the machine is manually fed with paper or card and slower than other types of machines.

The other machine in the room is a Vertical Miehle Press. This was purchased by Colin Edwards from Bromley Office Supplies in 1976. It is designed to print paper, or thin card, and has an automatic sheet feeder. Unlike the Platen press the paper is fed onto a cylinder which is then rolled over the inked chase to transfer the desired impression. This machine is capable of large print runs but with a sheet feeder takes that much more time to set up. This press has seen much use in its time however not many jobs nowadays require large print runs. Like the



platen press the operating of the complex machinery fascinates those passengers waiting for the next train who peer through the window. However the press works so quickly it loses the impression of understated confidence the platen press has.

The range of work that has been undertaken over the years is large. The timetable and Santa Special leaflets used to be printed in the 1970's, with a run of up to 120,000 using two colours, which means two runs through the machine. This job has been lost in the drive to full colour with pictures. All the headed paper for letter writing and compliments slips used to be done. This has been lost due to the need for rapid turnarounds of new designs.

However the internal memo paper and small runs of specialist compliments slips are still done. One large job for early each year is the Wealden Pullman tickets. Because they are printed on card it is a hand printing job with the platen press. This year the new Restaurant Car Service has required tickets on the same type of card. The impression of quality on jobs like this is important as it is the customers only tangible proof of return for money parted with, often months beforehand.

Rolvenden and the Locomotive department make much use of Ray's services. Examples include inspection cards and cleaners report forms. At least one of our forms has proved useful elsewhere, where the Nene Valley has used our engine and boiler record form. All the membership cards and the various grade cards, items becoming more important in light of the need to ensure standards are met and correctly recorded, are also printed by Ray.

The advent of photocopiers has reduced much simple work as anybody with Letraset and time can generate a simple poster or information sheet. The photocopier then takes over and the job is adequate if sometimes a little untidy. Ray used to be asked to produce posters for all our event weekends and area groups. The examples he still retains contain fascinating glimpses of the past. One refers to a meeting to be called in 1982 to explain to the locals at Northiam what the railway's plans for the future extension were. How far sighted we were then!

Much of Ray's work is easy to identify; like Jimmy Norton before him he applies an imprint to the larger item "Printed by The Tenterden Railway Press" and samples are retained in the company's archives for posterity.

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# No Rules, What Rules?

**Philip Shaw examines some of the difficulties that British Railways experienced when the K&ESR was nationalised in 1948.**

When the Kent & East Sussex Railway was nationalised, its new owners arranged a visit of inspection on 4th February 1948. Representing the old Company were Mr W. H. Austen (senior), General Manager, and Mr J. A. Iggulden, Secretary. Southern Region officials included the Divisional Engineer, the Divisional Superintendent, the Superintendent of Operations, the Commercial Superintendent and other departmental officers. Last, but not least, the Assistant for Rules & Regulations. The party travelled down by the 9.15 am train from Charing Cross to Headcorn and thence by a Special to Robertsbridge.

This visit was the subject of a detailed report, a copy of which is in the Company's archives, and contains an interesting insight into the methods of operation at that time. British Railways were unimpressed with the operating methods of the K&ESR, the lack of a rule book and the signalling system came in for particular criticism. The Chief Civil Engineer reported

"The whole of the signalling apparatus on the Kent & East Sussex Railway is in a deplorable condition. I shall take the earliest steps to ensure safe working, but it will take some time, as permanent way renewals will be necessary before the facing points equipment can be made satisfactory and the line (overhead) wires run throughout for the single line instruments themselves." As to the elusive rule book the report notes that "Whilst a rule book was issued at the opening of the line, there are no copies in existence. . . . The only current regulations for train signalling consist, in addition to simple 'how to work' instructions posted alongside the signalling instruments, of a typewritten instruction which is almost identical with our regulations for train signalling by telephone on the Sheppey Light Railway, shown on pages 108 and 109 of the standard regulations for train signalling."

The signalling arrangements as installed on the K&ESR did, in fact, conform to the minimum requirements laid down for Light Railways by the Ministry of Transport. The Light Railways Act allowed for no distant signals, but a home signal was provided for each direction at all staff or tablet stations. In addition, starting signals or shunt signals acting as such, were provided at stations with passing loops. Facing points on running lines were fitted with "economical" point locks worked off the point lever and in most cases were detected by signals.

Much of the equipment had been allowed to fall into disrepair, no doubt for financial reasons. However, records show that the line was divided into six sections, worked as follows:

## 1. HEADCORN TO BIDDENDEN

### *Train Staff and Ticket*

Signals and Points at Headcorn controlled from one covered Ground Frame.

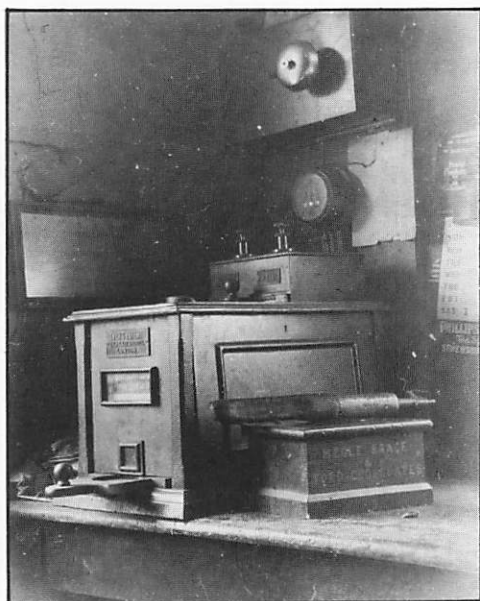
Intermediate Siding at Frittenden Road released by key on the staff.

## 2. BIDDENDEN TO TENTERDEN

### *Tyer's No. 7 Tablet Instrument*

Signals & Points at Biddenden controlled from one open Ground Frame.

Intermediate Siding at High Halden Road released by tablet.



*Tyer's No 7 tablet instrument with train staff and ticket box at Ford & Crossgates, Shropshire and Montgomeryshire Railway.*

*(Dr I. W. G. Scrimgeour)*



*The inspection train at Bodiam on 4th February 1948.*

*(Col. Stephens Railway Archive)*

### **3. TENTERDEN TO ROLVENDEN**

*Webb & Thompson's staff instrument*

Signals and Points at Tenterden controlled from one covered and one open Ground Frame

No intermediate Sidings.

### **4. ROLVENDEN TO NORTHIAM**

*Tyer's No. 7 Tablet Instrument*

Signals and Points at Rolvenden controlled from two open Ground Frames.

Intermediate Siding at Wittersham Road released by tablet.

### **5. NORTHIAM TO BODIAM**

*Webb & Thompson's staff instrument*

Signals and Points at Northiam controlled from three open Ground Frames.

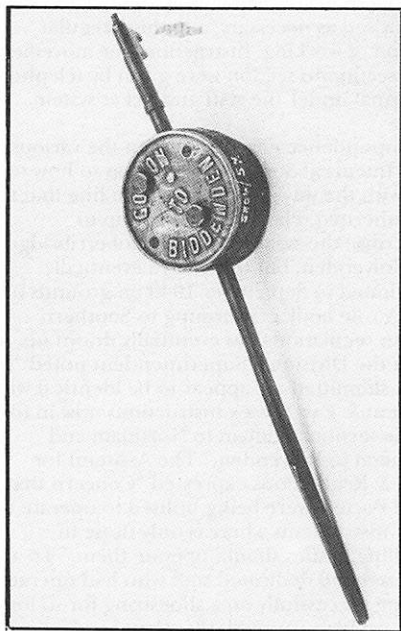
No Intermediate Sidings.

### **6. BODIAM TO ROBERTSBRIDGE**

*Train Staff and Ticket*

Signals and Points at Bodiam controlled from two open Ground Frames, the one at the Robertsbridge end being released by the key on the staff.

Intermediate Sidings at Junction Road and North Bridge (Robertsbridge Crossing) released by key on staff.



*Train staff with Annetts key for Headcorn to Biddenden section. Reverse side reads "GO ON TO HEADCORN". This staff is now in the National Railway Museum in York.*

*(Signalling Record Society)*



*Webb and Thompson staff, Tenterden Town to Rolvenden, now in the Col. Stephens Railway Museum.*  
(Brian Stephenson)

The instruments between Biddenden and Rolvenden were in use, (sections 2 and 3), but those between Rolvenden and Bodiam (sections 4 and 5) were out of order, one staff or tablet, as the case may be, being kept for use and in theory supplemented by tickets. In practice, the printing of tickets had lapsed and tickets were improvised as necessary, a highly irregular method of working. Instructions for movement from section to section were given by telephone as normal under the staff and ticket system.

Correspondence ensued between the various departments at Southern Region as to how to deal with the wayward little branch line that they had inherited. Plans were drawn up to modernise the system between Robertsbridge and Rolvenden, but these were eventually abandoned in September 1949 on grounds of cost. A rule book conforming to Southern Region regulations was eventually drawn up, to which the Divisional Superintendent noted "the drafts submitted . . . appear to be identical with the Kent & East Sussex instructions now in force for the sections Bodiam to Northiam and Northiam to Rolvenden." The Assistant for Rules & Regulations expressed "Concern that Relief Porters were being utilised to operate the tablet instruments whereas only those in signalling grades should operate them." To a bemused and dedicated staff who had operated the line successfully on a shoestring for so long, this must have caused hollow laughter!

In fact, what ultimately emerged was a system remarkably similar to that which had served the line adequately for so many years. New regulations for train signalling were issued on the train staff and ticket system on the sections

between Robertsbridge and Rolvenden, and Biddenden and Headcorn, signalling instructions being passed by telephone. Between Rolvenden and Tenterden, and Tenterden and Biddenden, the existing, usable, staff and tablet instruments were retained. These were in use right up to the withdrawal of passenger services in 1954, when a "one engine in steam" system was introduced for the Tenterden to Robertsbridge section with a single staff and points controlled by Annetts key. The Tenterden to Headcorn section was completely closed.

One of the original Webb & Thompson train staffs for the Tenterden to Rolvenden section was recently acquired at auction for the Colonel Stephens Museum, and the single line staff is also in the collection. The Headcorn to Biddenden staff is in the National collection at York, together with one of the Biddenden to Tenterden tablets.

Each Tyer's tablet instrument would have originally contained 24 tablets and it is believed that the instruments themselves were acquired by Colonel Stephens from the Great Western Railway some time after 1914, when that company dispensed with this system of single line working.

It would be nice to augment the museum's signalling artefacts with a Tenterden to Biddenden tablet—where did they all go?

*Thanks are due to Mike Christensen of the Signalling Record Society for assistance in the preparation of this article.*

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# Ladies and Gentlemen, it is my pleasure....

**Doug Lindsay describes his efforts, often behind the scenes, to publicise the railway.**

Amid the euphoria of opening extensions and planning further ones, many other far less glamorous activities occupy our volunteers which often go un-recorded. These events or tasks range from writing rule books to attending board meetings, from replacing sleepers to working out budgets and are all important facets of our, now, large and commercial organisation.

This little article will, I hope, highlight just one of the 'unseen' volunteer occupations which regularly takes place all over the south of England, that of talks and slide presentations to groups and societies.

Ever since the beginning of the movement to preserve our railway it has been vital that we publicise our aims to as wide an audience as possible. This is done by way of press releases to the media, articles in magazines and newspapers covering both the enthusiast and, more importantly, the general market, membership of the Tourist Board and other connected organisations and last but by no means least, that of talks and slide presentations.

Some twelve years ago I attended, as a guest of a Rotary colleague, a presentation about our Railway given by John Miller. I found the interests generated by this evening amongst the assembled Rotarians to be very positive and as a result of this I joined the small band of volunteers who regularly give talks and presentations on the K&ESR.

Normally we are invited to provide a speaker at these meetings and functions and over the years word has spread that we are prepared to do so and the requests now come in on a regular basis. On average I speak at about ten to twelve venues a year and I'm sure other members of our 'speakers' group do the same. Requests for a speaker come from a wide variety of clubs and societies, these can be split into roughly four main groups.

Firstly there is always a demand for a speaker from other railway societies and area groups of the larger ones. In these cases the evening is generally aimed at the more discerning enthusiast and is slanted towards the technical detail of our line's history and of its former locomotives and rolling stock, followed by details of our current vehicles, installations and

operations.

A second group which regularly invites a speaker is the Rotary or Round Table type of society. These meetings are generally more formal and take the form of an 'after dinner' presentation, and are therefore somewhat shorter, about 45 minutes being a standard duration. Here one has to explain our history and current aims to a non-enthusiast audience, and often the emphasis is towards our charitable status and how we fulfil our social role in society whilst providing a positive leisure pursuit for ourselves and others to enjoy.

Another large group of audiences are local historical societies, nearly every town and village now has its history society and word has spread to very many of these that we are prepared to speak to them. In these cases, naturally, the talk is generally a more in depth look at the line and its origins, its personalities, its route and its locomotives and rolling stock with a shorter section towards the end of the talk on our present aims.

The fourth large group are Womens Institutes and similar organisations. Here again every town and village has its W.I., word spreads and we do get invited to many of these. Here a talk will be of a general nature covering the history of the line and then the preservation scene over the last 20 years.

There are, outside these four main groups, other types of requests varying from Adult Education Centres to Model Engineering Societies. One of the most unusual I recall was a slide presentation I gave to the North Downs Motor Cycle Club at Harrietsham a few years ago!!

Personally, to set the scene, I detail the location of the Railway (including the projected routes) and the reasons for its existence with reference to Colonel Stephens and the Light Railways Act as an introduction, this ensures the assembled gathering know exactly 'how, why and where' the subject matter is. This is followed by an imaginary journey up the line using historical slides, and includes a look at all the stations, locos, rolling stock and personalities. I then detail the War years, nationalisation, run-down and closure. In most cases the second half of the



(Brian Stephenson)

evening will be about revival, from our efforts in the early 60's up to the present day re-opening to Northiam, including all aspects of our early legal battles loco & rolling stock acquisition and restoration, our new buildings, stations and bridges, our 'Pullmans, Santas and filming specials, in fact as much as time will permit.

Normally all of these presentations take the form of talks illustrated with slides, and for that purpose we have built up a collection of slides from our photographic archive, and naturally have an on-going collection of contemporary slides to cover our current operations.

The satisfaction one derives from giving these talks is immense and I find I am always warmly received, probably because railways are so much a part of our lives, and the 'rural' railway is now but a memory. I believe ours was (and is) a very human railway, being the brainchild of a somewhat eccentric character, and this again helps people to identify with it. On many, many occasions members of an audience, particularly local groups, may have their own memories of travel on the line before closure, and attending one of these talks stirs their memory. So often one hears "Oh, I remember going to school on one of those" when the slides are shown of the old Ford railbuses, and many similar such remarks. We have also been loaned or donated many items as a result of these talks, particularly photographs which people have had in their attic or wherever since the War and forgotten about until attending a meeting, we have also received tickets, handbills, newspaper cuttings and hardware which have all gone with thanks, into our extensive archive. Many groups give a

donation of cash to the railway for our efforts and these are, quite naturally, gratefully received. On many occasions we have had requests for membership details, and indeed, several new members have been recruited from these meetings. Likewise, we have had Mums at WI meetings who, on hearing about our efforts, have recruited their children to become involved.

For my part, I have now extended the range of subjects to cover not only the K&ESR, but also the East Kent Railway, The Pullman Car Co., and the 'Last Days of the Headcorn Extension', this latter is a close look at the Tenterden-Headcorn section, its demise, demolition and what is still to be found en-route. In some cases therefore, I have spoken up to three times to the same audience. The furthest I personally have travelled to speak was to the New Forest Railway club at Lymington, Hampshire, but I know others in our group have travelled to the far West and North to spread the word. Audiences vary a great deal in numbers, generally they average about 25-50 persons, but at the extreme ends of the scale I once had only six people turn up to a loco owners group meeting, whilst I was staggered when attending a local history society, I arrived to find an illuminated lectern with microphone all set up and over 200 people filed in!!

Finally, I must say a thank you to all those who have given me, and others, the opportunity to present our Railway to them in this form and let us hope that our efforts have made a further contribution to the continued success of our venture.

# Book Reviews

**"The Criggon Branch of the Shropshire & Montgomeryshire Light Railway" by Roger Carpenter.**  
**Published by Wild Swan Publications, with 48 large format pages and over 80 illustrations. Price £5.50.**

A booklet with glazed card cover rather than a book, the style of this publication will be familiar to readers of the *British Railway Journal*. An outline history of the branch (and railway) is given but most of the booklet is devoted to a description of the route, amply illustrated with photographs, many of which appear to be previously unpublished.

There are four pictures only of S&MR trains operating on the branch, including one of a railbus set. The emphasis on a description of the line makes one feel that the booklet is aimed at the railway modeller, rather than the student of railway history.

The author acknowledges "Tenterden Terrier" No 17 as the source for an account of the camping huts and boats for hire at Crew Green but other historical anecdotes covered in various issues of this journal are ignored. H. F. Stephens' problems in 1911/12 with the Vicar of Criggon were covered in *Tenterden Terrier* No 15 and No 43 gave the correct historical details of the Wolseley-Siddeley railbus (there was only one—not a pair) and the Ford rail-lorry. The fate of the railbus body as a lineside hut on the branch was covered in issues Nos 7 and 8—but is not mentioned.

There are some irritating minor inaccuracies, for example, the K&ESR was not under construction in 1909; the revived K&ESR has been operated by the Tenterden Railway Co Ltd since 1971, not the K&ESR preservation Society (!), and in a historical context, Stephens should not be referred to as 'Colonel' until he attained that rank in 1916. The photograph on page 41, captioned No 4 "Morous", is in fact the contractors locomotive. Nevertheless, this is a well presented booklet which conveys the atmosphere of the branch and is good value at the price. The in-depth account of a small branch is welcomed and let's hope others will follow—the Edge Hill and the Snailbeach for instance! But—authors will be well advised to search the pages of this journal to get the facts right.

E.J.R.M.

**Branch line to Shrewsbury, by Vic Mitchell & Keith Smith, published by the Middleton Press, 96 pages of photographs with detailed captions and maps. Price £8.95.**

The idea for this book was put to the publisher by John Miller and Philip Shaw, on behalf of the Colonel Stephens Museum. In the event, the outcome is a splendid collection of photographs of the S&M, most of which have not been published before, including many from our own archives. The book confines its coverage to the post "Potts" era, after reopening in 1911, and sets the scene with detailed maps, shots of all the stations, extensive coverage of the locomotives, railcars and rolling stock. There are two pictures of Stephens himself inspecting works, and one of the Mayor of Shrewsbury performing the opening ceremony from a carriage roof. Long after regular passenger services ceased in 1932, excursion trains were run in the summer months. The Reviewer particularly liked picture number 42 of Kinnerley Junction; "main line" train, complete with Royal saloon in the down platform; dilapidated Ford Railcar set on the up side waiting to take trippers to Criggon. Altogether an excursion in itself—sadly never to be repeated.

P.D.S.

**The Weston, Clevedon & Portishead Railway by Colin Maggs.**  
**Published by the Oakwood Press, 160 pages of text, liberally illustrated with photographs and maps. Price £12.90.**

In the beginning were the invaluable *Light Railway Handbooks* by R. W. Kidner; he encouraged Colin Maggs to compile a 48 page paperback on the WC & PR in 1964; and that inspired my own 1981 definitive history of the line. Maggs' book is now published in an enlarged hardback edition. Running to 160 pages (some 23 less than mine) it is £2.00 dearer, although printed on better paper and it contains many more pictures.

In fact the pictures are the most valuable addition, the author having discovered a number previously unknown, including several of an 1898 derailment. I must take issue, though, with the one on p.107 (top) of the Manning Wardle, Portishead, which was not taken after sale to Portishead Power Station in 1927 as stated, but on 16th July 1925 at Clevedon: the photographer (though not credited) is still alive to prove it! The author has

had access to an unpublished MS, compiled by Michael Windeatt at about the same time as his first edition. He has also drawn heavily on my own book, and it is gratifying to find a number of acknowledgements in the text. However, I must point out that even if I did first report the death in 1889 of the line's engineer (p.12), I certainly did not have him riding on the first train to Portishead in 1907 (p.33)! I am also surprised to read Maggs wondering how the bogie coaches negotiated the sharp curve from the GWR on arrival at Clevedon. Surely it is accepted that they came in crates (having originally been destined for S. America) and were assembled on the spot? In the locomotive chapter Col. Stephens (whose second christian name is again incorrect) is reported to have given Walton Park the number 3, which it never received; I always understood that the Manning, Wardle Weston was numbered 3.

There are a number of useful Appendices, several of which I obtained from the Excess Insurance Co, (who effectively owned the line for most of its existence) and who, I feel, deserve acknowledgement. The Accounts on p.154, though, do not tally with those now preserved in the Col. Stephens Museum in his own ledgers.

**CHRISTOPHER REDWOOD**

**The South Eastern Railway, by Adrian Gray, published by the Middleton Press, 320 pages of text, 85 illustrations and pull out map. Price £15.95.**

The Middleton Press is best known for its popular series of pictorial albums on branch lines and railway routes. However, this well respected house has moved into pastures new with the publication of a companion volume to Adrian Gray's highly acclaimed study of The London, Chatham & Dover Railway, published (not by the Middleton Press) in 1984. Mr Gray chronicles the history of the South Eastern Railway, the construction of the various sections, the personalities associated with it, and famous incidents such as the Staplehurst disaster. The illustrations, although copious, suffer from being in small format, which detracts from some of the detail. However, as a work of reference, all students of the South Eastern will wish to have a copy of this painstaking study. The pull out map is a particularly valuable adjunct and contributes much to the enjoyment of the book. As with all Middleton Press books, the standard of presentation and binding is high and sales are going well in our own bookshop.

**P.D.S.**



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# Letters to the Editor

## Bodiam

Sir – I would like to pick up and advance the idea of Stephen Garrett published in 'Terrier' No 48, i.e. that an authentic K&ESR station be built somewhere out of the way along the line.

It seems to me that if this is to be done, the station has to be situated somewhere operationally convenient and, if the 'atmosphere' is to be recreated, it cannot be at a popular location. This also I believe rules out the concept of running special trains to such a station as this will at a stroke destroy the very atmosphere we are seeking to create!

Bodiam is destined to become as popular if not more popular than Tenterden, of this there can be little doubt. Consequently the station site will, like it or not, be changed beyond recognition. Whilst we can try to develop sympathetically, the existing buildings will either become a dead museum or will be incorporated unhappily into a broader station complex.

The picture is not necessarily all doom and gloom however, as I feel a solution exists. It will mean that certain historical exactitudes will need to be compromised in the name of practicality but by our actions so far I note that we are not averse to that.

I suggest that Bodiam station buildings be dismantled piece by piece and re-erected at Wittersham Road, parallel to the tracks. This would free the entire Bodiam site to be developed in the manner most appropriate to our need (and I leave that argument to others!) whilst at the same time fulfilling our policy commitment to preserve the station buildings.

Quaint as our new Wittersham Road building is, it has no history. It is tucked away behind the signal box some distance from the platform which itself is no longer adjacent to the level crossing. In no way can it purport to recreate the original.

We are told in 'Rooter' No 67 that since the opening to Northiam, Wittersham Road "has just about fallen into obscurity" surely therefore making it the ideal place to recreate the required atmosphere. Our train passengers would have a grandstand view of an original and unspoilt K&ESR station building on an original K&ESR station site without themselves impinging on the authenticity of the scene. Those wishing to savour the atmosphere at

length would be able to alight in numbers which would not themselves detract from the quiet wayside station image.

Once such a feature was created we would have to steadfastly resist the temptation to install attractions (even for example a museum) and facilities which would encourage wholesale use of the station. With this proviso we will have created a permanent working memorial to the old K&ESR without in any way affecting those commercial considerations which seem to be at odds with our esoteric ideals.

As a parting shot I would like to warn against overdevelopment of Northiam station which will no doubt eventually be reduced substantially in popularity once Bodiam is reached.

Sidcup, Kent

Richard Neal

## Bodiam Project Manager, John Miller, writes

*To recreate Bodiam on another site would not be a worthwhile proposition. To preserve an original Stephens station is not just about preserving the station building but also the environs in which it is placed. There is absolutely nothing of the original site at Wittersham Road, but at Bodiam, not only is the site largely as it always was, but there has been no development around it. It must be possible to preserve Bodiam and still have it as an operational station—it did after all cope with hordes of hop pickers. The great enemy is car parking, but that problem would be alleviated if the reopening of the line to Robertsbridge proves to be a practicable proposition. The aim should be to see Bodiam as our equivalent to Oakworth on the K&WVR. An article on the plans for Bodiam were outlined in my article "And so to Bodiam . . ." in Tenterden Terrier Number 50.*

## Which Terrier's chimney?

Sir – In the latest Tenterden Terrier, Emma Shane wrote asking about "Stepney's" and "Bodiam's" chimneys. It seems to be firmly established that "Stepney's" present chimney was fitted at Eastleigh Works in May 1960, while the locomotive was being prepared for sale to the Bluebell Railway. But No 32670 ("Bodiam") was also in the Works at that time, the relevant dates, taken from their record cards, being:

32655—In 2/5/60, Out 12/5/60—Light casual repair

32670—In 7/4/60, Out 7/5/60—General repair

From this it seems quite clear that when No 32655 went into Eastleigh Works to be prepared



for sale, No 32670, one of the few Terriers retaining a copper capped chimney, happened by chance to be already in the works. someone took advantage to switch the chimneys.

Confirmation, from someone who saw the chimneys being swapped, would be nice, but it seems clear enough from the evidence that this is what must have happened. Photographic evidence certainly seems to confirm it.

Ealing, London

P. Cooper

#### **K&ESR Home Guard**

Sir – I was interested to read Arthur Smith's account of his life as a lengthman in the last edition of *The Tenderden Terrier*, as I too was a member of the Railway Home Guard. However, I was excused many of the guard duties as my permit signed by Mr. Austen and the Unit Commander will testify.

Rolvenden, Kent

Eric A. Thompson

#### **My dear Dah . . .**

Sir – I was interested to see the article in the Terrier no 52, Summer 1990, and look forward to more extracts from Stephens's early letters.

Although Stephens was probably involved in the building of Calstock Viaduct it was designed by Galbraith and Church as has been recorded in Railways of Arcadia, p 59. A photo published

account of the creation of Calstock Viaduct is given in "The Industrial Archaeology of the Tamar Valley" by Frank Booker, David & Charles, 1967, ISBN 0 7153 5172 9. Although it is attractive to see Calstock Viaduct as a Stephens creation, his only really large substantial structure seems to have been Torrington Viaduct (p 136, Railways of Arcadia). The illustration of Calstock Viaduct on page 33 of Terrier no 52 is interesting and must date to the summer of 1907. It is a summer scene with fully laden pleasure steamer. The viaduct appears complete, but the 3 ft 6 in gauge incline seems still to be in use—the photo was taken from the top of the incline.

Close examination (of the foreground) shows 3 ft 6 in gauge wagons at the foot of the incline and in the siding to the left, but a standard gauge wagon on the right, which has come down the wagon lift in the background. The track along the river bank is dual gauge, like that at Gunnislake shown on page 61 of Railways of Arcadia. This raises the question of how long the line was operated as dual gauge. The photo of Gunnislake is dated 24 May 1908 by which time the third rail was partly dismantled.

Bromley, Kent

Dr P. E. Waters

*Material in the company's archive suggests that some of the architectural drawings for the Calstock Viaduct were done at Salford Terrace – Ed.*

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# Our Museum and Archives

An outstanding collection of memorabilia

JOHN MILLER has been the K&ESR representative on the committee of Tenterden & District Museum Association since the Museum's opening in 1977. During most of that time he has also been the honorary archivist to the Company. Here, he reviews the growth of the archive collection and the possibilities for the future.

The archive collection began in the 1960s largely through the foresight of Philip Shaw who began putting aside items donated by former employees of the Stephens empire. W. H. Austen junior in particular, was a considerable source of material, much of which he had inherited from his father.

Following nationalisation in 1948 and the closure of Salford Terrace, Tonbridge, a large chest was stuffed with papers relating to the various companies and this sat unopened for 30

years or so in the porch of William Austen's home. When the chest came into the possession of the archives section, it proved to be a veritable treasure trove of papers and small artifacts, some of which have still to be sorted and indexed. We must be thankful that other employees also retained material from the offices, because everything else was taken away and burnt.

Fortunately, a large number of personal relics of Colonel Stephens have survived including nearly all the furniture and paraphernalia of his office, a representation of which may be seen in the Town Museum. This includes his roll-top desk and office chair, wicker filing trays, ledgers, pictures, rubber stamps, brief case and even pens, pencils and pieces of chalk. Stored away we also have the Colonel's drawing table and stool, his stationery cabinet, and his drawing office and surveying equipment—all presently unseen through lack of display space.



*Nameplates in the Museum Display. Tenterden, Hesperus, (K&ESR); Daphne and Dido (Shropshire & Montgomeryshire); Ringing Rock, Selsey (West Sussex). The first four are on loan from the National Collection.*

*(Brian Stephenson)*

Other by-gones of the great man have also remarkably survived and most may be seen—his masonic regalia, bible, camera, family snapshots, pocket watches, walking sticks, vesta case, and his cigar case containing the last unsmoked cigar at the time of his death. A particular prize is the collection of family letters and papers spanning nearly 50 years which has been the subject of an article written by Kay Smailes in *The Tenterden Terrier* No 52.

Of greater value still, are the two free pass collections. The first is a collection of 72 wallet or card and watch chain passes all issued to Stephens, mostly in the immediate pre-grouping years of 1921/1922. Stephens was himself particularly proud of these and so are we. Most are first class and include many minor companies which are now almost forgotten. The second collection numbers 54 free passes all issued to W. H. Austen many of which are second or third class. Apart from these two collections, we do not know of any others to compare, all made out to the one person.

The archive collection embraces material from all the 16 railways associated with Colonel Stephens and a general selection of artifacts may be seen in the Town Museum. It is only a selection because lack of space prevents more being displayed. Included are timetable posters, trespass signs, name plates, permanent way materials, documents, tickets, notices and a host of other miscellaneous items.

We have to be particularly careful with written and printed material—the great enemies being daylight and dampness. The best form of protection for the larger posters is framing and all are gradually being framed, backed with acid-free board. Fortunately, our display room has no windows and only a small amount of daylight filters in from the staircase to the upper galleries. Even so, it is the policy to rotate some of the printed material so that each spends some time stored in darkness when not on display.

The Town Museum in Station Road, Tenterden, was opening in 1977 in what were once the railway stables. The downstairs middle gallery was for many years, the resting place of the K&ESR horse-bus. The railway display occupies the third room and provides space for about a third of what could be seen by the public, and even then in very crowded conditions.

The reserve collection and the paper archives are stored in private houses which does of necessity considerably restrict access to

researchers—and to say the least, is inconvenient to the householders.

In broad terms, the historical papers dating from about the 1880s occupy 32 steel cabinet filing drawers and the preservation archives dating from 1961 are contained within 78 lever arch files. As today's events are tomorrow's history—and each year more material is donated—the lever arch files grow by about three each year. Incidentally, it has been the policy for some years now, to put aside at least two copies of every piece of printed material issued by the company and it is possible that we have a copy of every leaflet issued for the K&ESR over the past 30 years.

Much of the paper archive has still to be sorted and catalogued and many of the more important papers require cleaning. The best paper cleaner found so far is fresh white sliced bread. It may be unpalatable to eat but squeezed into a ball and gently rolled across paper it works wonders.

The photographic archive is considerable, though seldom are we given original negatives. Although never counted, there are probably somewhere between 3,000 and 4,000 photographs, the earliest of which were in the Colonel's collection. We receive many requests for copies of photographs but quite frankly we just do not have the time to provide such a service. We co-operate with a limited number of established authors and photographs acknowledged to "Colonel Stephens Railway Archives" come from the Tenterden archives. Although usually not individually credited, many other illustrations of handbills, tickets or correspondence are also from our collection. Not only do we supply material, but often we are also asked to proof-read the text before publication.

The Tenterden archive is also acknowledged as a source of material for special exhibitions in municipal museums and in recent years we have lent to Chichester, Bexhill and Hastings.

In recent years, a reference library of books on light railway subjects has been put together and this now numbers in excess of 50 titles. Suitable books submitted for review in the *Tenterden Terrier* are added to the collection.

Interestingly, although all the preservation archives are owned by the Tenterden Railway Company, only a small amount of the historical collection is directly owned by the Company. Much of the material is on indefinite loan or is



*A section of the railway room display in the Tenterden Museum, Station Road.  
(Brian Stephenson)*

lodged by personal agreement into the care of Philip Shaw. Some owners would like to make rather more permanent arrangements by transferring ownership to a Trust and that is a possibility for the future.

The general collection grows by about 20 new acquisitions each year. Most of these are donated or loaned but in recent years, we have bid at auction for items of special interest. This can be an expensive business and can eat away at our small budget very quickly. In 1990 for example, £320 was paid for the original K&ESR owners plate from No 3 "Bodiam". Other items secured at auction included a Burry Port & Gwendraeth Valley Railway share certificate and Webb & Thompson train staffs for the East Kent Railway and K&ESR. The latter was paid for by a generous donation from Arthur Smith, a former employee interviewed for the last edition of this journal. Also in 1990, four locomotive name plates were loaned from the National Collection and donated items included another name plate and posters from the Selsey Tramway, photographs and negatives, permanent way tools, plans & sections, K&ESR oilskins, an Army kitchen knife from the rail-guns train and books of childhood poems about the K&ESR written in the 1920s.

The archives receive a small annual budget from the Tenterden Railway Co which has been steadily rising with inflation (£650 for 1991), and this covers acquisitions, conservation, framing, display materials, photography, stationery, photocopying etc. We make a little go a long way but even so, without the occasional private donation we could not achieve as much as we do.

For the future, the question of registration under the Museums & Galleries Registration Scheme will have to be considered. The purpose of registration is to raise standards in the maintenance of collections and to improve the

quality of museums for the public. To be eligible, there have to be written acquisition and disposal policies, an acceptable documentation system and professional curatorial advice. This is a tall order for a voluntary run archive collection with a limited budget, but nevertheless we are some way there. An acquisition register has been started—the earliest entry is the loan of the "Bodiam" nameplate in 1964—and draft policies are written.

It has yet to be decided what are the limits of the collection. The longer term aim is to have a purpose built museum building which as well as giving more space for display, will also provide research access to the books and papers and serve as a real educational focus to fulfill the company's charitable status. Present visitors to the Town Museum also expect to see larger items such as engines and rolling stock, so for the future, should the more historic items be included as part of the collection? The value of registration is that access is opened up to grant aid for restoration, interpretation and protection, including buildings. What about a grant towards a new boiler for "Bodiam"? Unregistered museum collections are unlikely to receive grants from public funds so should Bodiam station be part of the collection?

While it is the intention to retain a display in the Town Museum which tells the story of the railway's coming to Tenterden, a purpose built building will become essential in order to safeguard the collection for the future. Also, under the present arrangements, it is almost impossible to involve new people in the management of the collection. When eventually there is a solution to the building problem, another possible prize exhibit awaits us—the K&ESR horse-bus from the National Collection—there is a great deal to think about. . . .



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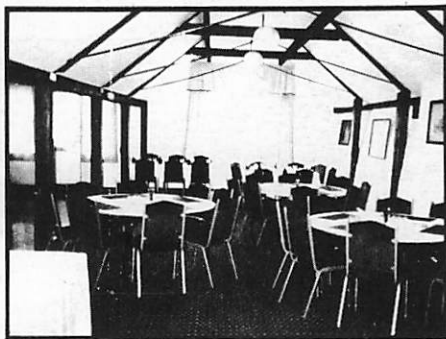
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