

The Tenterden Terrier



Number 57

Spring 1992



Journal of the Tenterden Railway Company Limited
Proprietor of the Kent & East Sussex Railway

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

Registered charity 262481

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THE TENTERDEN TERRIER

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Bodiam Castle

A National Trust Property



The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 5.30 p.m. or sundown if earlier. Closed over Christmas. Built in 1385 as a defence against the French, it still have a magical effect on every visitor. It is possible to climb the circular stairs to the top of some of the towers and battlements, and to enjoy far reaching views. Shop and restaurant/tea room in car park.

Telephone Staplecross (0580) 830436

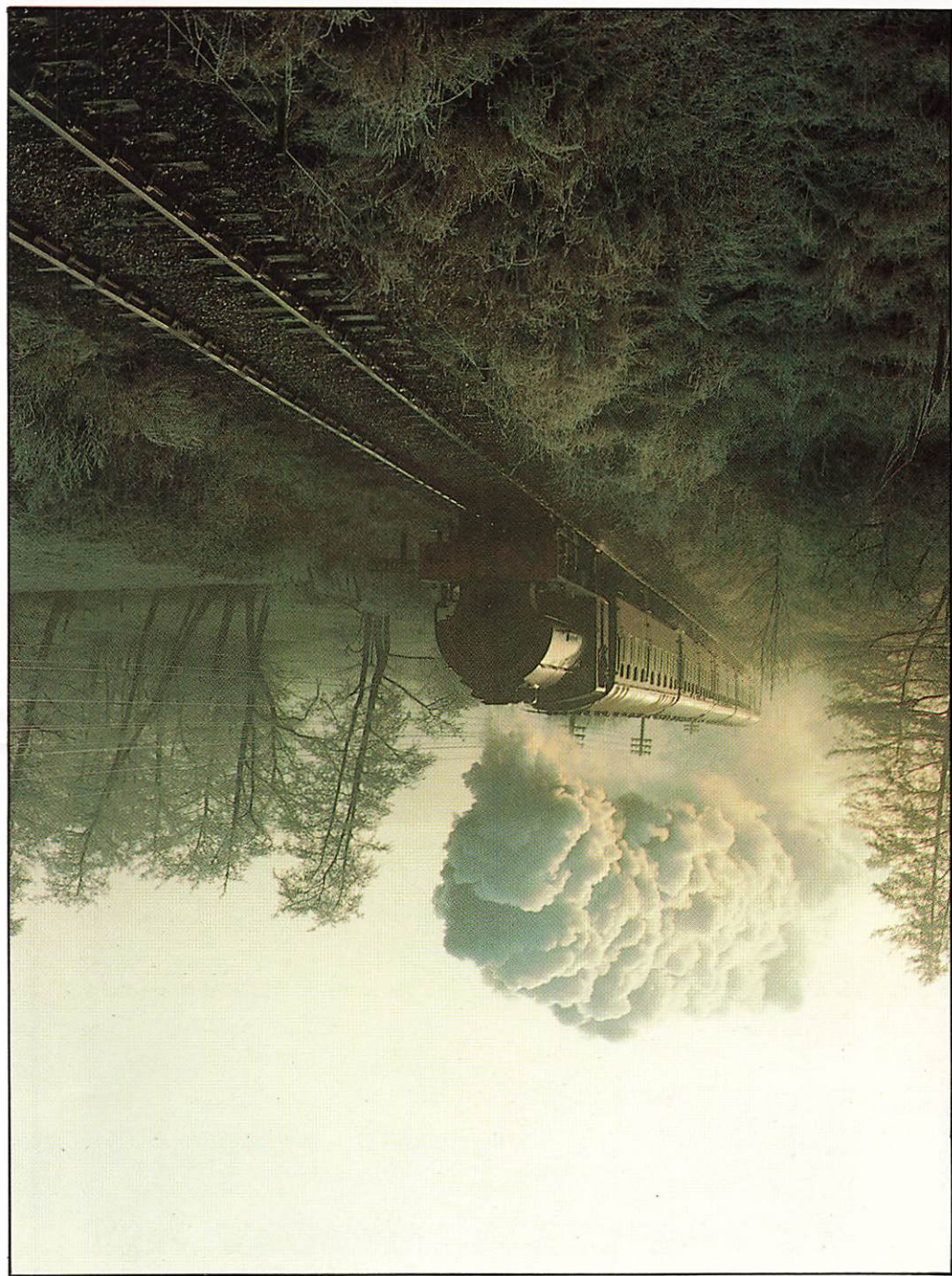
Great Dixter



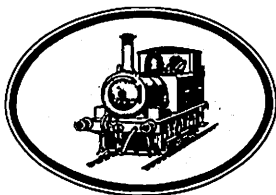
OPENING TIMES House and Gardens open Tuesdays to Sundays inclusive and Bank Holiday Mondays from 1 April to 11 October and 17/18 and 24/25 October. Open 2.00 p.m. Last admission 5.00 pm. (Garden open from 11.00 on 23, 24, 25 May, Sundays in July and August and 31 August.

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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FRONT COVER / FRONTISPIECE

"Austerity in Profile". Austerity No. 24 descends Tenterden Bank on a glorious Spring day, 27th May, 1991.

By way of contrast,

the same locomotive was photographed heading a Santa Special, approaching Rolvenden on the return journey, in crisp and frosty weather conditions, 15th December, 1991.

(Brian Stephenson/Donald Wilson)

Editorial

Green Fields or Concrete?

The plans for a hotel on a particularly sensitive site adjacent to Tenterden Station highlights the environmental problems faced by the Railway and indeed Tenterden in the 1990s. Ignoring the fact that Tenterden is in no need of another hotel - there are two with AA listings struggling for business in the Town already - the danger of creating a precedent could open the floodgate for development and destroy for ever the beauty of the scenic climb into Tenterden for which the line is so famous. One has only to look at New Romney for a parallel of insensitive development. The Light Railway there has become so hemmed in with build - ings that the Management has had to consider the unthinkable - lifting the tracks altogether and taking the railway elsewhere. Could it happen at Tenterden?

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1992

From the Chairman

1991 has been a year when we have had to take a very close look at our finances. Our operating income, excluding that from special events was up, but expenditure was in excess of budget due to the fact that certain work programmes which had been budgeted for prior to 1991 were allowed to continue. In consequence, we anticipate a loss of approximately £25,000 for 1991. As a result of financial constraints it was with the greatest regret that two of our paid colleagues had to be made redundant. Mike Barnes-Murfin, who was Site Manager at Tenterden, and Paul Hatcher who has worked at Rolvenden on locomotive repairs and on the operating side for the last twelve years. Paul also had special responsibility for the cranes. We wish them success for the future and thank them for their efforts on our behalf.

At the time of writing a reorganisation of Board responsibilities is in progress in order to spread the work load more equally amongst the available talent, and a further announcement will be made at the AGM in May as to the role of each Director in the year to come.

We eagerly await the result of a feasibility and costing study into restoring the Northiam to Bodiam section of the line, and we are giving attention to other capital projects including the re-boiling of Terrier No. 3 "Bodiam".

For those members who are unable to visit us frequently, I recommend a trip on our Vintage train. There is no finer experience in the land - and you might even see a visiting locomotive!

From the Board Room

The life span of the present Board is seven and a half months in place of the usual twelve month period, because the AGM has been brought forward to 30th May, 1992. Apart from the efficient ongoing dispatch of routine matters much of this Board's time has been devoted to a radical reorganisation, taking account of the changing needs of the Railway. Over the years it has become apparent that altruistic ideals cannot survive in the Preservation movement unless they are accompanied by an awareness of public preferences, and realistic housekeeping. Live historical authenticity of the operation is not feasible unless it also takes account of Safety

legislation. A policy for personnel only makes sense when volunteers and employees have that kind of job satisfaction which generates commitment and enthusiasm. Realistic development has to take account of all the foregoing, within the constraints of the current economic climate.

The new Board on 30th May will comprise a majority of the existing directors continuing their service, but with specific designated areas of responsibility. They will be joined by new members, elected also to fill specific roles. This is the pattern for the future Board, with the expectation that directors are elected to direct and managers are appointed to manage. As this is being written (in January), the practical details are being worked out. Derek Dunlavy has taken away the drafting resulting from the Board discussions, for homework, and the final specification should be in place well before the AGM.

Members may not be fully aware of the roles played by the two National organisations on behalf of member railways.

The Association of Independent Railways (formerly the Association of Minor Railways) represents the interests of independent railways, to the Government, and other bodies. Regular meetings are held, when officers of the various railways take the opportunity to discuss matters of mutual interest, and decide matters of general policy. The emphasis is on mutual co-operation, but not at the expense of fair competition.

The Association of Railway Preservation Societies co-ordinates the activities of railways and associated museums, and organises awards and competitions, to encourage the raising of standards and the pursuit of excellence. It will be remembered that our extension project to Northiam attracted an award. It provides advisory services and information to its members, and organises meetings for the exchange of information and experience, with visits to Railways up and down the country. It makes representations to Government and Industry, is in regular contact with the Railway Inspectorate, and is currently developing a European organisation. Private members are welcomed, and particulars of membership may be obtained from Raymond Williams, its General Administrator, c/o Tenterden.

Steam Locomotives

The position on the fleet is as follows:

No. 3 (Bodiam). Fund raising plans under consideration to restore locomotive to working order in time for the re-opening to Bodiam.
No. 10 (Sutton). The boiler has been re-tubed and has passed a hydraulic test. Loco back in service.

No. 11 (1556). Valve gear repairs completed; in service.

No. 14 (Charwelton). Available for service. Awaiting annual boiler inspection.

No. 19 (Norwegian). Delivery taken of heavy duty steel pipe to manufacture a new blast pipe, also new superheater elements. A return to service is planned for 1993.

No. 21 (Wainwright). Replacement of fittings on boiler continues.

No. 22 (Maunsell). The cylinders have been re-bored, axle box repairs are in hand and a new rear buffer beam is in the process of being fitted.

Locomotives Nos. 23, 24 and 26 are all available for service. There has been no other significant changes to the fleet.

Diesel Locomotives

No. 40 (Ford). Out of service; finance requires authorisation.

No. 41 (Ruston). Available for service.

No. 42. Awaiting overhaul of axle boxes and refitting of intermediate wheels.
No. 43 (Titan). In service as Rolvenden shunter.
No. 46 (BR Class 03). Awaiting running-in by diesel departmental engineers.
No. 47. Out of service, pending overhaul.
No. 48 (BR Class 14). Out of service, pending overhaul.
No. 49 (BR Class 14). Available for service.

Cranes

No. 133 (DS451). Failed with a burst boiler tube as it was about to undergo a load test. A complete re-tube will now be necessary - these were last renewed in 1973.

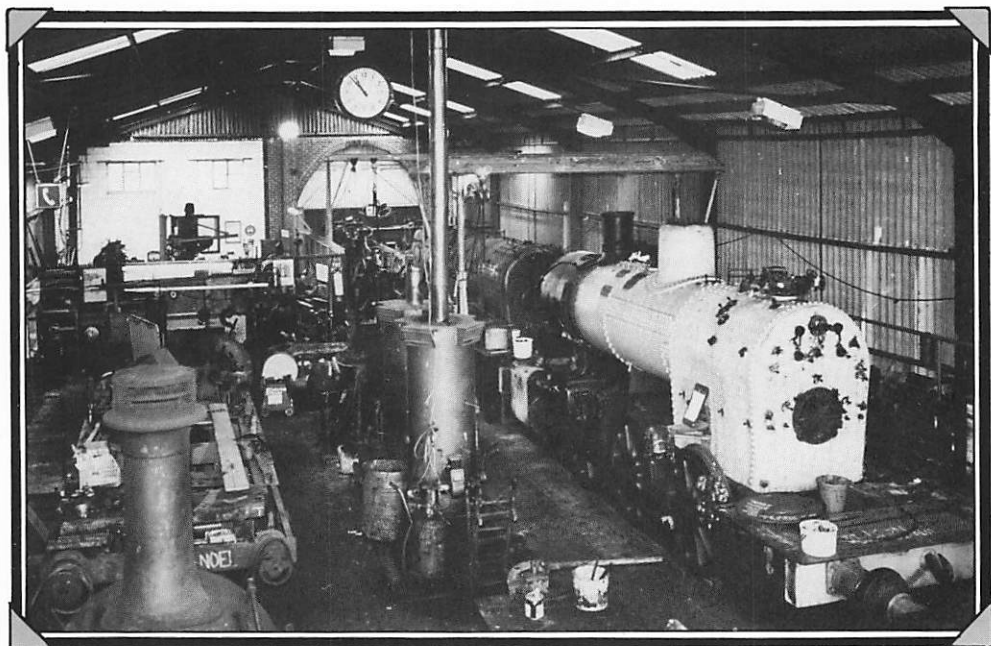
No. 145 (DS17700). Available for service; the runner is presently receiving a new floor in Carriage & Wagon.

No. 151 (815). Awaiting boiler inspection.
Smith 5 ton crane (un-numbered). In service.

Carriage and Wagon

Mark I BTO 73. Entered service on Sunday, 8th December, 1991 following overhaul and repaint in maroon livery. Unfortunately, due to weather conditions, it was not possible to varnish the paintwork and this job will be carried out when warmer weather permits.

GER 197, six wheeler. Entered the workshop during December for completion of



Inside Rolvenden on 21st December, 1991. No. 21, Wainwright, is in the foreground on the right.
(Brian Stephenson)

outstanding work to the compartments. This entailed fitting pictures and mirrors to the panels above the seats. The mirrors are engraved GER, and antimacassars, embroidered GER, are fitted to the first class compartments. Hat racks have also been fitted above the seats, these are half the width of a conventional luggage rack and are supported on GER style brackets which have been cast from an original pattern.

LNWR six wheel saloon. Entered the workshop in December for fitting of steam heating equipment and water filter pipes and plumbing to the lavatory. Some minor modifications will be made to the brakework to improve the braking performance.

SR BFO 4432. This coach, which is used on the wine and dine train, entered the workshop early in January for repainting and repairs to the roof. The paintwork on one side of the body is in very poor condition with large areas affected by "crazing" which requires the complete side to be stripped down to bare metal. Fortunately, the paintwork on the other side of the coach is in very good condition and requires only varnishing.

Crane match wagon DS 3141 (162). On arrival in August 1990, this wagon was put straight into service with the Grafton steam crane, even though the body work was in poor condition. Eventually, it was released for repairs and entered the workshop for overhaul in December.

The entire timber floor, being life expired, was removed along with the large chain locker which was fitted at one end. A complete new timber floor was fitted which required many boards to be specially rebated and prepared in order to fit over raised sections of underframe above the bogies. The body has been rebuilt to two planks high and painted black. A full overhaul was carried out on the running gear including the bogie pivots and overhaul of the vacuum brake cylinders. It was returned to service on 5th January, 1992.

It is interesting to note that the underframe is constructed of timber with steel only being used for the outside members and the sections supporting the bogie pivots. Considering it was constructed in 1900, it is in very good condition and is basically unaltered. The original SECR bogies are retained and these too are in very good condition.

SR 5 plank wagon 5916 (155). Entered the workshop in January for heavy repairs to the

bodywork as a result of aggressive use by the P Way Dept. The entire floor and most of the bodyside timber boards require renewing.

G.W.R. Railcar Project

The task of restoring No. 20 continues, despite the onset of winter adding a distinctive chill to the activities of the project team at the time of writing (January). The repairs to the Robertsbridge-end driving-cab framework are proceeding in the capable hands of Len Ellis, while the right-hand waist level beam of the forward saloon has been replaced by Steve Beastall. The domed cab roof sections have been re-turned, following repairs by an outside concern, and these have been temporarily reinstated into their rightful places above the driving cabs. A compressor has been obtained for evaluation by the project team, with a view to using it in conjunction with a needle-gun for cleaning specific areas of the chassis frame.

The Board of the Tenterden Railway Company has given permission for the GWR Railcar to be moved to St. Leonards Depot. This will give the project team the benefit of covered accommodation, so essential for the advancement of our aims, a facility that will slow down the obvious deterioration that is apparent when working outside. As negotiations proceed, further information will be made available.

Meanwhile any donations towards the restoration of the Railcar, now we are in a position to make positive progress, would be gratefully received. Please contact Chris Davis on 0227 275675.

Permanent Way

A certain amount of time has been expended on laying out concrete sleepers for the wipier work programme, which has now had to be curtailed for financial reasons. More sleepers have been repaired which involves the removal of the broken chairs, the cleaning off of the old felt pads, fitting of the new cork ones and the fixing on of the replacement chairs. These are then stored for future renewals.

The second siding point and siding has been installed at Wittersham Road along with a culvert which had to be extended. This will enable us to clear this unsightly area of materials and to prepare it for assembling and storage of track panels.

The bottom loop point at Wittersham has been totally rebuilt to remove the faulty crossing unit.



*G.W.R. Railcar under repair at the rear of the carriage shed on 21st December, 1991.
(Brian Stephenson)*

There is also an on-going programme of track-side clearance of redundant track materials which will give the line a better appearance to the travelling public.

The latest change to the department is that two of our members, Peter Hemsley and Duncan Buchanan, have taken a Thermit Welding course at Rainham, and are now welding up every other joint starting at Northiam and working towards Wittersham on the concrete sleepers section of the line. This will considerably reduce the problem with drop rail ends on this type of track and will in turn release the special fish plates used on this section for use on future renewals.

Forestry and Conservation

Work continues between Oxney Straight and Wittersham Road with a number of trees needing to be removed or cut back as they were fouling the loading gauge and telephone wires. Also, other trees and brambles growing through the boundary fences are being removed at the same time. Work will then commence on the Northiam to Bodiam section, with the first area to be tackled being along the northern fence line at Little Dixter. Owing to the difficulty of gaining access to this section, four of the group are being trained as Wickham trolley drivers so that personnel and tools can be taken onto site. Part of this

training will also include a section on "Lookout" duties, which will be useful when the group is working on the operating section and when the only trained lookout is called away for other operating duties.

In addition, before Spring, the head shunt is to be cleared and this means the old stock will need to be removed so as to help in gaining access.

Two new volunteers have joined the group following the Members' Open Day.

Building

Unfortunately it was not possible to carry out the re-roofing of Tenterden station during October as planned. It will, however, be implemented in the near future.

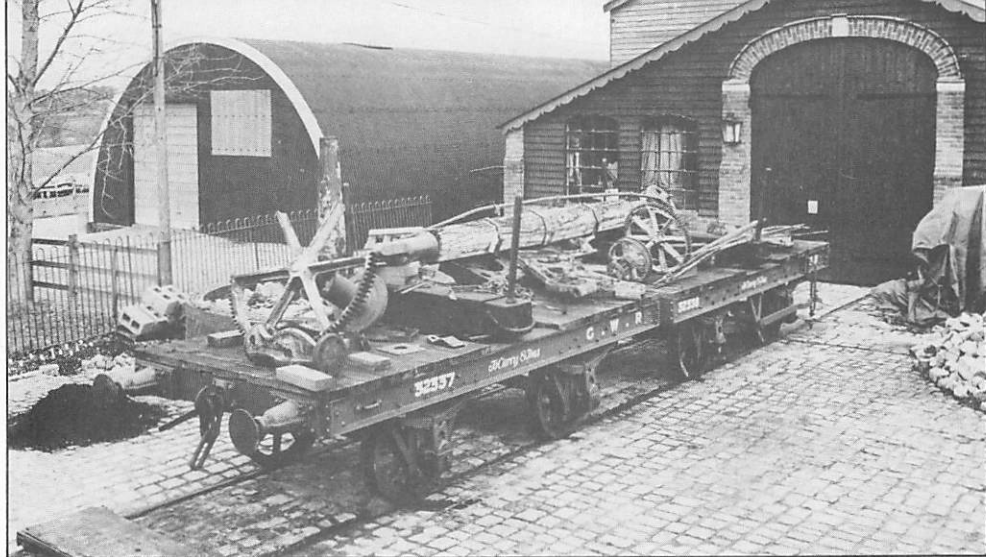
At Wittersham a new flight of steps has been fitted to the signal box; the old ones were rotten and becoming dangerous.

Guttering and rainwater pipes have been fitted to Rolvenden signal box.

Two notice boards for public information have been erected at Tenterden.

Stations

The winter season has seen the appointment of



The components of the Hawkhurst yard crane outside the carriage shed at Tenterden. The crane will be erected as a museum exhibit on the specially constructed plinth.
(Brian Stephenson)

Roland Meek as Stations Manager. The first task has been to repaint the Colonel Stephens Shop. This was no mean feat, being completed in one day on the 25th January, so it was business as usual on the 26th! The shop now complements the exterior repaint of Tenterden Town Station, which was completed in September 1991. Thanks go to Michal Matjasz, Andrea Thorogood, Angela and Philip Clark-Monks, for their help with the shop repaint. The next project will be to repaint the entrance hall of Tenterden Station, followed by the exhibition room and toilet block.

Signals and Telecommunications

Despite there being no entirely closed season nowadays, winter is still the time for undertaking major projects which can only be worked on when train running requirements are relatively light. One such project is the complete replacement of the interlocking and electrical wiring at Wittersham Road signal box, which is the focus of the Department's efforts this winter.

From 0800 hours on Sunday, 12th January, for the duration of the work planned, Wittersham Road signal box is not available for use and only one train may operate between Rolvenden and Northiam, hence the selection of the quiet time of the year to carry out the work. On completion, the standard of equipment provision will be much improved, and will incorporate the new Engineers' sidings

groundframe.

Planning for the future signalling at Northiam continues in the meantime, with draft proposals being circulated for comment by all concerned prior to finalisation of arrangements to be adopted.

Fire, Health and Safety

1991 proved to be a very quiet year with very few lineside fires compared with previous years. The "Esso" tank wagon was modified at Rolvenden to enable the vehicle to be used to replenish our lineside fire points with water.

Negotiations with the local water company and Kent Fire Brigade proved very satisfactory with us securing access to local fire hydrants for the purpose of fire fighting.

More fire extinguishers were purchased bringing the total number kept on the railway to nearly 100. All of these have to be maintained and serviced on a yearly basis and each one takes about 15 minutes to do.

The large fire engine often seen around the railway has now been replaced by a four-wheel drive Landrover fire appliance which will enable us to get much closer to the scenes of some of the more remote trackside fires. During the winter period this vehicle will be made available for the Forestry department to use to plough their way through the mud and thereby gain easier access to their working sites.

There is a lot of work to do in 1992 and anyone wishing to lend a hand should contact Richard Osborn at Tenterden station.

Commercial

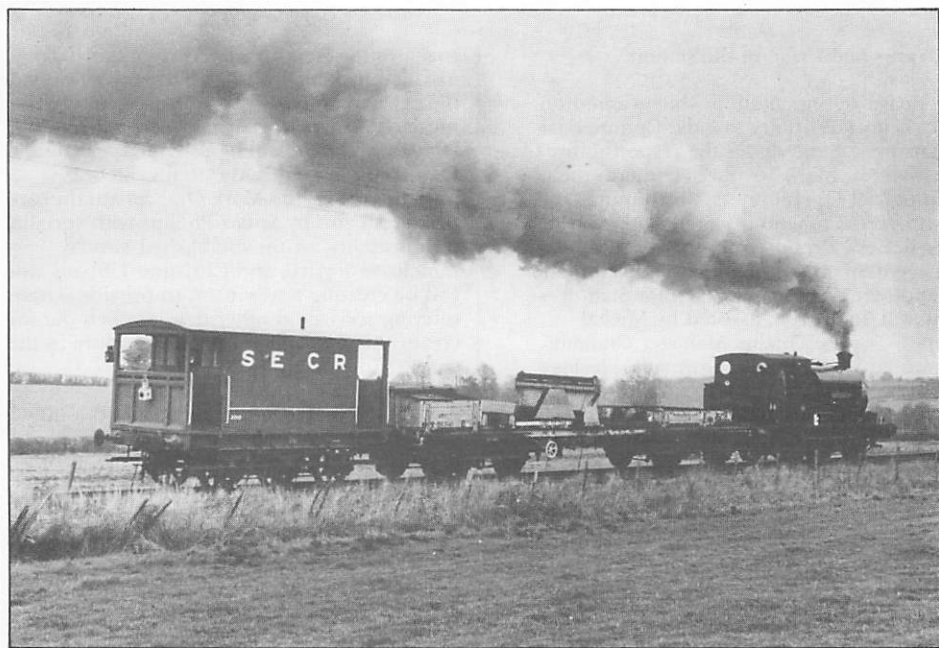
Passenger traffic fell by some 15% in 1991, the first drop in business for nine years. Every category of our passenger business saw a decline but most of it was in the 'family' category, without doubt the people who have been hardest hit by high mortgage rates. Passengers on the "Wealden Pullman" fell, but as a result of the decision to reduce the seating on each train from 68 to 36, rather than because of a lack of demand. There was a small drop in the number of passengers on the "Santa Special" trains but revenue was £12,000 above budget. The good news is that the revenue from fares, budgeted at £224,000 for the year, was only £4,000 below target and that traffic from Northiam actually grew by 22%, demonstrating the potential from the Sussex end of the line.

A review of each year always takes place in January while problems remain fresh in the mind. Overall the "Santa" operation was deemed a success and the innovations introduced in 1991 proved popular with

visitors. For the first time children were offered refreshments within the package price and a range of seasonal entertainments provided at Tenterden. These included music by bands from the Salvation Army, the Sea Cadets and the Homewood School Choir. This aspect of the "Santas" will be further developed in 1992.

The age at which we charge for children has been reduced from five to three years but otherwise no increase in fares has been introduced. Supplements for travel in the Victorian Train have been dropped.

The number of trains we operate increased in 1991 to over 1,000 for the first time and while the average loading fell to only 67 per train, we are now running more smaller trains with the historic engines which have lower operating costs. The success of the Victorian Train, hauled by a Terrier, the P class or Charwelton demonstrates this. However we will have spare capacity on most services and the 1992 timetable has been changed to improve the service from our growth point at Northiam in an effort to increase traffic. The Station staff are 'blitzing' the local area with timetables, all overprinted with a money-saving offer if you join the train at Northiam, to increase the



K&ESR freight. No. 14 begins the climb up the bank from Rolvenden to Tenterden on 24th November, 1991.
(D. Trever Rowe)



"Up" train headed by No. 24, banked by Great Central Railway No. 7597, approaches Tenterden on 21st September, 1991. (Dennis Ovenden)

awareness and usage of the station.

The Board re-organisation which came into effect from 1 February saw the Commercial Department come under the responsibility of one director, Mark Toynbee. Hitherto the Commercial Operations (train running) and catering/retail functions were split between two directors. As a result a number of new management appointments have been made. Roland Meek takes over as Senior Station Master at Tenterden, assisted by Michal Matjasz. Service Quality Manager Graham Hukins adds Customer Information to his responsibilities. On the Catering front, Peter Broyd has had to stand down as volunteer Catering Manager for health reasons and the department has been split into three functions. Station Catering, limited at present to the Tenterden site but with an eye to expansion at Northiam, is run by Margaret Howard who as the only member of the catering team to be employed by the railway has a watching brief over the other functions. Richard Osborn is the new Wealden Pullman Manager, assisted by Michael Webb, and 1992 will see the train increased in size to provide 72 seats every Saturday night by the addition of a second Southern Railway Maunsell 'nondescript'

coach to the train. A new kitchen has been installed in Pullman Car "Barbara" to provide the capacity to serve the increased number of meals. "Barbara's" bar has been changed, increased lounge seating provided and the saloon re-carpeted. Other train catering, primarily using the Mark One restaurant car 'Diana', is run by Stuart Phillips with specific responsibility for the established Sunday Luncheon service, and Christine Tibbatts who will be creating a new team to provide a train catering service on other days - watch out for cream teas becoming a popular feature in the coming months!

A Special Events Committee, chaired jointly by Graham Hukins and Derrick Bilsby, will organise our two main events, "Friends of Thomas the Tank Engine" in June and "The Good Old Days" in September, together with any smaller special days as the season progresses. Already over £1,000 in advance travel bookings have been received for the Thomas event.

Shop

By the time this goes to press the Gift Shop should be in pristine decorative order after the K&ESR paint brush squad have moved out.

This work was carried out during one weekend in January, the shop remaining closed for the Saturday, but able to open partially for the Sunday service. Our apologies to anyone who happened to venture in, even bigger apologies if you left "painted".

1991 is now at an end, and we have to look at the coming year. It is important that as well as keeping the basic trinkets, souvenirs and children's purchases, we look to a more diverse range, attractive to the pocket, appealing to the impulse buyer, and certainly value for money.

Donald Wilson has taken the same approach with more selective book and video buying. Stock in this area has turned over fast with concentration on quick selling lines. This is important, as a recent survey carried out by the Railway indicated that many of our customers come back to the Station again and again. We still need those same people to come through those doors and buy.

How did the year finish? Well, I am pleased to report that shop sales for 1991 exceeded Budget by nearly £2,000, a major achievement when looked at in the light of the economic recession.

Major stock replenishment is now under way, with several new lines being added in the near future ready for the summer season. Books and video stocks are low after the Christmas rush with the Railway's own video, *Steam on the K&ESR*, selling exceptionally well. Donald outlines some of the most popular sales in our last issue and all I can say is keep looking at those shelves for new and varied publications to suit all tastes.

Turning now to general shop sales, reproduction tins, sweat shirts, railway hats and brewcans have shown an increase this year. However, the surprise of the year has been Thomas the Tank Engine products. Our local representative advises us we are in the top ten on his customers and accordingly we get priority treatment when new lines are brought out. Our problem this year was keeping up with demand as the manufacturers could not supply the more popular items quickly enough. Some 18% of our turnover was in this area. New titles introduced include Donald, Douglas, Henrietta, and Terence. A display is planned for our Thomas the Tank Engine Weekend on 27th and 28th June this year.

The Bearer Bond issue will definitely close shortly, but at the time of writing there are still some denominations of bonds available. Please

act quickly if you would like to buy one.

It is hoped later this year to have a new K&ESR Stock Book available for sale. Many of you have been enquiring when it will be on the shelves.

Finally, thank you to the willing band of volunteers for their supreme support in 1991. They have often saved the day when the Manager has had to be in two places at once. With more demands being placed on them, Angela Clark-Monks is eager to hear from suitable volunteers who would like to give the shop a try, even if it is only one day a month. If you are interested, please contact her on 05806 5155.

T.R.C. Trading Limited

Notice was given at this year's Annual General Meeting that, in order to continue within the terms of our status as an educational charity, and bearing in mind the present diverse activities of the Railway, it has become necessary to form an additional Company which will operate as TRC Trading Limited.

All the formalities having been completed, the Company started trading on 2nd January, 1992. The new company will be a subsidiary of the Tenterden Railway Company Limited, wholly owned by Tenterden Railway Company Limited.

On the Advice of the Auditors, the new concern will absorb the Gift Shop, the Catering department, and the hire of assets and equipment. No physical change should be felt by the Railway except in respect of the financial administration of these elements of the Railway's activity, which will be the responsibility of TRC Trading Limited, within the standards and guidelines laid down by the Board of Directors of Tenterden Railway Company Limited.

The Chairman of the Company is Paul Wilson, and the Secretary Philip Clark-Monks.

Membership

At the end of the "Membership Year" (31st October) there were 3,107 members over all categories, 5% up. This was only half the increase recorded for the "bumper" year of 1990 but, nevertheless, represents an all-time high membership total. Gold Card has got off to a good start, at time of writing over 60 members having joined under, or transferred to, the new category.

Subscriptions paid under Deed of Covenant continue to increase in number, albeit slowly,



The 12.45 pm train from Northiam passes a group of rabbit catchers in the wet cutting on Tenterden bank, 26th January, 1992.
 (Mike Esau)

thereby benefiting the Railway by the amount of income tax paid by the Donor on the sum earned to pay the membership subscription. Covenantors number over 400 as against 361 last year. However, when one compares the total of 400 with the total of almost 2,000 Full Members . . .

Following the mention in the last edition of *Lineside News*, 32 new members resulted from the Robertsbridge meeting of the Rother Valley Railway (East Sussex) Ltd.

There has been a welcome increase in the number of SAEs provided with subscription payments this year. Perhaps members are mindful of the Winter train service rather than easing the burden of the membership team (!) but the Renewals Secretaries are very grateful

nonetheless.

Wanted - A Membership Secretary

Norman Johnson has indicated a wish to lay down his responsibility for this vital part of the Railway's business.

His meticulous attention to the intricate details of the task; his creative approach to the future of the membership of TRC; his recruiting zeal; his faithful meeting of deadlines; his ever caring correspondence in response to members' questions; but above all his sheer capacity for hard work; all these qualities have made him a hard act to follow. The new membership secretary will lead a highly motivated team of three, plus an equally dedicated Mailing team.

The last paragraph goes some way towards a

job description, but Norman himself would gladly fill in the details for any interested volunteer. He looks to retire around the time of the AGM (May 1992), but will obviously still be around wearing his several other hats.

Please contact Norman or Raymond Williams if you are interested in making an application for this Volunteer job. The usual procedures will be applied in servicing applications.

Finance

The Tenterden Railway Company is now a very large business indeed, with a turnover in excess of £600,000 per year. Happily as the Company is a charity there are no shareholders expecting the generation of profits and payment of dividends. What we do have is a large number of volunteers who want to enjoy themselves on their railway. It is to these people that the Board of Directors look when budgets are discussed, decisions need to be made to further the development of the Railway and comply with ever tighter legislation to protect the

public. Members will appreciate that if the Railway was a purely commercial concern there to satisfy its shareholders the operation would be significantly different from that which is seen.

The expenditure requirement of the Railway, even taking into account the vast amount of volunteer input that we are so lucky to have, is still easily capable of outstripping our income. To maintain our balance sheet it is necessary for the Company to generate a surplus of income over expenditure each year. Alan Robinson, the then Financial Director, pointed out at the last AGM that the surplus of £57,000 for 1990 was exceptional due to the reduced expenditure throughout the departments. All funds were concentrated on the capital expenditure required to get to Northiam.

The initial budget submissions from Managers for 1992 included income of £600,000 (the maximum that could be expected bearing in mind the continued recession) and proposed



A severe frost at Bodiam, 27th December, 1991.

(John Miller)

expenditure of £750,000. This figure excluded capital expenditure. The opportunity was taken at the November Managers' meeting to involve all present in the discussion to cut expenses. After two hours many cuts had been made, but a deficit of £40,000 still existed. This was referred to an emergency meeting of the Board. After four further hours of sometimes very heated discussions a budget indicating a surplus of just £9,000 was agreed upon.

Another very important aspect of the Railway's finances is cash flow. Whatever level of surplus is forecast the Company has to respect the facilities that it has with the Bank. The first three months of the year are very light as regards income and often very heavy on expenses. The Permanent Way winter works programme was a casualty of the budget cuts and the opportunity was taken to operate trains over the full length of the line on Sundays for these three months. With the combination of fare income, Bookshop and Buffet receipts a useful boost should be made to the cash income this winter.

An illustration of cash flow problems may be gleaned by examination of the 1991 accounts. A surplus of £57,000 was made, which suggests that the Company should have seen a good

improvement in its cash position. Analysis of the accounts shows that our borrowing overall increased by £36,000. This is entirely attributable to the capital investment in finishing the Northiam project. Capital expenditure in 1990 totalled £146,000, funded by grants and bonds to the value of £53,000. The surplus of £57,000 also went towards these costs. That left a shortfall of cash that was made up by increasing the Bank borrowing.

People will often ask why it is that the Board is not spending money on certain projects. The delicate balancing act that has to be carried out does not permit sufficient funds to be allocated to everything, particularly during these recessionary times.

For those of you who may be interested, the Finance committee still needs assistance. If you can operate a computer the 300 plus invoices per month need loading, a thankless but vital task. Even if you can only spare a couple of hours either at weekends or during the week, we would be delighted to hear from you. Please write to Paul Wilson at Tenterden Station if you are interested. We could also do with the services of a qualified accountant, so if you want a real busman's holiday let him know!



Rolvenden staff of Southern Water PLC on a sponsored pump trolley run from Rolvenden to Wittersham in aid of Children in Need, 20th November, 1991.

(John Liddell)



*Clearance at Robertsbridge. Bridge No. 2382 exposed after 20 years of tree growth.
(Chris Davis)*

Bodiam Station Project

Thorough clearance of vegetation in the Robertsbridge direction has continued during the winter months. It is planned to treat the cleared areas with brushwood killer so that grass becomes re-established.

A new wicket gate has been made for the front entrance and this should be fitted by the time these notes appear in print. The specification for the gate was drawn up following study of old photographs of Junction Road and St. Michaels Halts, and the gates were manufactured by Dave Stubbs' family firm.

The dates of future working parties appear in the *Rooter* newsletter.

Robertsbridge Project

Work has started in earnest on the section of trackbed between Robertsbridge station and Northbridge Street. A Christmas track clearing party undertook the start of this massive vegetation removal exercise between Boxing day and New Year's eve and we are pleased to report that the way is now clear for foot traffic and bridge inspection.

During the course of clearance several interesting items from British Railway's and the

early preservation era came to light from under the almost impenetrable undergrowth. These included an S.R. lamp, Maunsell 1st class door panel, signal cable, point lever and the original water column drain, still in working order.

Visitors on this section are welcome to inspect but are warned that the bridges are extremely unsafe and without decks. Crossing them is not to be recommended as the embankments are quite high.

The excellent relationship built up with British Rail has allowed us to take over part of the permanent way land at Robertsbridge station. A new fence has been erected adjacent to the bay siding and this allows unfettered access from the former goods yard to the start of the branch to Tenterden. Earth moving and levelling will take place in due course.

At the time of writing contracts were about to be exchanged for a further half mile of trackbed. This leaves less than three miles of line to buy back or take options on to purchase.

The former Orient Express reception lounge sited at Robertsbridge station is nearly complete with a supply of electricity recently

installed. It is intended to have a full information centre ready by Easter which will additionally sell books and souvenirs and act as a focal point for visitors.

The much awaited news about a share issue will be aimed at the early summer period. The timing of the General Election has to be considered and Roy Seaborne, our director in charge of this issue, is having to path his way around this unknown date.

Visitors to Robertsbridge are always welcome and volunteers are on site every Sunday from 11.00 a.m. onwards.

Museum and Archives

Over the past six months a number of interesting mementoes of Colonel Stephens and his railways have either been donated or acquired at auction.

Three items by coincidence, relate to the Bere Alston to Callington line in Cornwall, i.e., a set of six early BR period 'Williamsons style' tickets; a Report & Statement of Accounts, 1901 for the Plymouth, Devonport & South Western Junction Railway, and a "Callington" green enamel running-in sign measuring 7'6" by 1'4".

Other items are relics of the K&ESR, i.e., two 'registers of goods received' from Biddenden station covering the years 1920/21 and 1940/42; a point lever plate from the former K&ESR Robertsbridge 'A' signal box; a set of eleven 1:2,500 scale plans covering the line from Robertsbridge to Headcorn, and of particular interest, the wall clock from the old Rolvenden engine shed. More details on the clock will be given in a future article on the old shed and workshops.

We are also pleased to have received, a mounted 00 gauge model of the class 73 electro-diesel named last May after the K&ESR.

Six *Railway Yearbooks*, for 1906, 1911, 1914, 1916, 1917 and 1925, have been acquired. Apart from the useful information they give on the various Stephens' lines, we know that the Colonel kept a set of these yearbooks in his office.

Lastly, we have received the gift of a silver cigarette case inscribed "Holman Fred Stephens from W.H.A., Oct. 31st 1920". We understand this was a birthday present. The case was returned to Austen following the death of Stephens in 1931, and following Austen's death in 1956 the case passed to his daughter Miss Ena Austen. Ena died in December 1989 and it was her wish that the cigarette case was presented to the railway archives.

Obituary

We regret to record the death on 30th November, 1991, of Mrs. Dorothy Wicks, who with her husband Cliff, became an active member of the railway's catering department in 1978.

For a season they took over the running of buffet services at Tenterden Town in Pullman car "Theodora", and for several seasons helped with the "Wealden Pullman" preparation.

Cliff and Dorothy will be particularly remembered for the hospitality they offered for railway meetings at their home at Bluebell Hill, Maidstone. For some years the T.R.C. Board meetings were held there, and the Maidstone Area Group committee is still made welcome. Some of us had reason to be grateful for the many meals we enjoyed prior to meetings and can testify to Dorothy's culinary skills.

In more recent years, Cliff and Dorothy have been supporters of the North Downs Railway. Dorothy had been ill for three months before her death at the age of 87 years. Our sympathy (and thanks) are extended to Cliff.

E.J.R.M.

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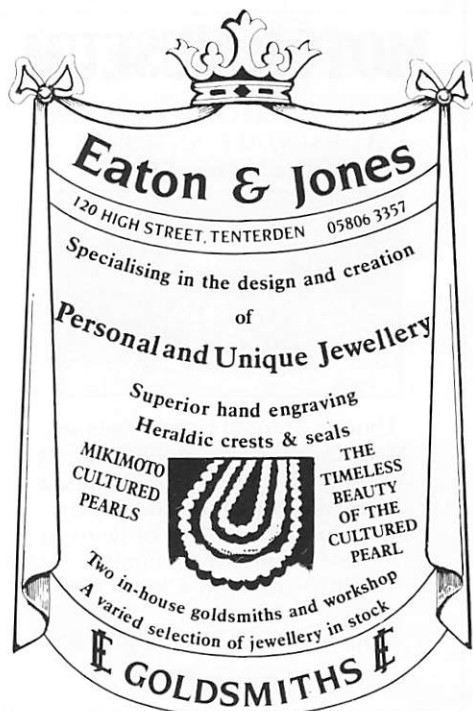


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Planning Matters

The railway is utterly opposed to plans to develop the historic landscape site adjacent to Tenterden Station.

In December, we were dismayed to hear of a plan to build an hotel in the field adjacent to the railway line at Tenterden. The field in question, situated to the left immediately over the level crossing, is in an "area of outstanding natural beauty" and is not scheduled for development in the now adopted Tenterden Local Plan.

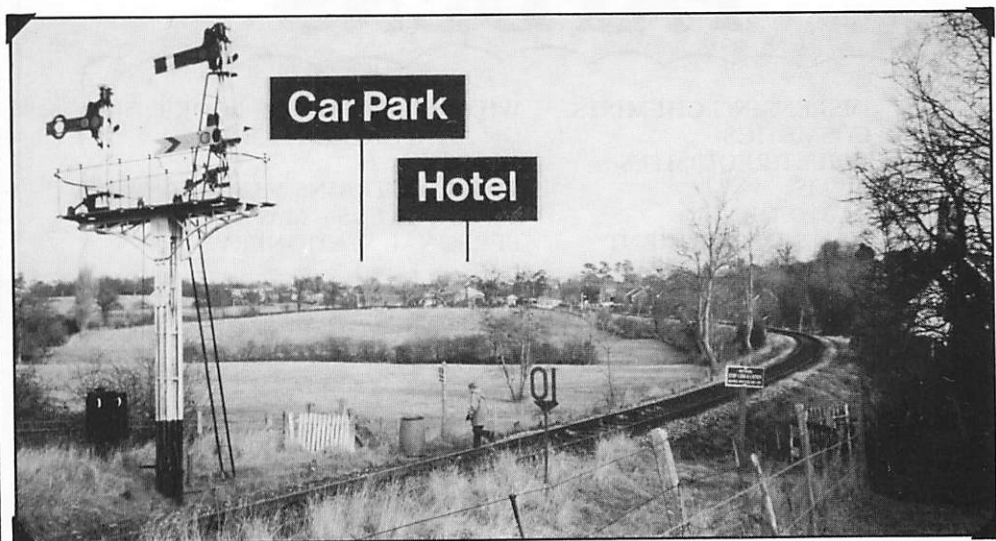
The proposed hotel would have 25 bedrooms, conference facilities for 100 people, a 90 seat restaurant and licenced bar open to non-residents. Two coach and 80 car parking spaces would be provided. The hotel and its associated parking would occupy virtually all of the first field from the level crossing. The owner, a Tenterden town councillor, has said in his application that a precedent had been set for the development and increased use of the crossing, by the idea of the development of the railway's car parking field as a municipal car park and the proposed "holiday cabins" which have received approval on the Pittlesden Manor site.

Your Board views the hotel planning application with concern and accordingly has lodged an objection with Ashford Borough Council, who are the planning authority.

Vehicular and pedestrian rights over the level crossing are and will be crucial to development of the area to the north of Tenterden and pressure will be maintained against this most unwelcome proposal.

The justification for these planning applications in a protected area, seems to hinge on a phrase in the Tenterden Local Plan which indicates that sympathetic consideration should be given to development proposals affecting the rural side of the railway line if these are "in support of tourism". Some of us had assumed this phrase was inserted by Ashford Borough Council in recognition of the restricted space on the Tenterden Town station site, and was intended to help the railway provide facilities for its visitors. "In support of tourism" now appears to have given 'carte blanche' to any developer to put forward a scheme for this designated area, provided it has some connection with the tourism industry, however, tenuous.

The hotel application has been turned down by Tenterden Town Council (which has advisory power only), and by the time this journal is published, the application may have been considered by Ashford Borough Council. If the



The tranquil scene of green pasture on the approach to Tenterden. Will it be lost forever?
(John Miller)

hotel plans are passed, the outlook is bleak for the retention of the rural landscape enjoyed by passengers as they ride on Tenterden Bank. Without doubt, ribbon development would gradually occur alongside the line to Cranbrook Road and eventually to Rolvenden station.

Parts of the Romney, Hythe & Dymchurch Railway, which previously were in an open landscape, are now hemmed in by garden fences so there is no longer any enjoyment in that part of the train ride. It could so easily happen to the K&ESR. Last year an application for a caravan park alongside the railway above Orpins Curve at Rolvenden was turned down. It is almost inevitable that further applications for similar schemes will be put forward in the future – and it is said that the South East England Tourist Board supports these schemes. The SEETB naturally views tourism as an important industry, but there is a grave danger that insensitive commercial exploitation of rural areas may spoil the very landscape which people come to enjoy.

The unfortunate consequence following development would be the loss forever of the rural view from the lineside on the approach to Tenterden station. The crossing at Tenterden does not form part of the public highway, but is merely a crossing giving access to the

occupiers of land cut off from the town by the building of the railway. The crossing is also the route of a public footpath. However, all this could change if roads are laid from the crossing into the countryside.

The Tenterden Railway Company Ltd. is a registered charity and takes very seriously its responsibilities and obligations to the community. The Board of the Company is committed to a policy of protecting the environment to the north of the railway line for the benefit of both future generations and visitors to Tenterden. We can only hope that the planners are sensitive to how easy it would be to spoil the countryside around this town.

One of the most attractive features of Tenterden is the close proximity of the countryside to the High Street. For ninety years the railway, running as it does parallel to the High Street, has formed the divide between town and country – let us hope it may continue to do so.

David Stratton

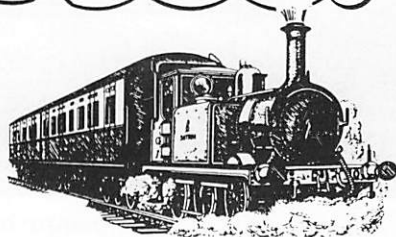
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Project Final Push

Robin Dyce is heading a small group looking into the feasibility of restoring the Railway to Bodiam. His initial thoughts are as follows.

In 1973, thanks to the dedication of a small group of volunteers, a Light Railway Transfer Order was granted by the Secretary of State for the Environment to the Tenterden Railway Company Ltd. to operate the Kent & East Sussex Railway from a point east of Tenterden Station to a point west of Bodiam Station.

In 1974 the company commenced operating to Rolvenden, and Wittersham Road was reached in phases by 1978. Recent history records that after a tremendous effort the railway opened to Northiam, its present terminus, in May 1990.

To support the expanding railway, improvements were made in the infrastructure, particularly in the locomotive shed, carriage and wagon shed, and to Tenterden Station site.

From enthusiasts "playing trains" to a major tourist attraction and contributor to the local economy the railway has had a common thread running throughout and that is it is run by volunteers who take pride in making their hobby one of the premier lines in the country with 100,000 visitors annually and a turnover in excess of £600,000.

The original goal was set at Bodiam and that challenge still remains.

In preparing the feasibility study for consideration by the company board, the guiding principles have been that the scheme must be cost-efficient; it must be capable of being operated using minimum demands on manpower and it must promote and enhance Bodiam Station as an area to be preserved in the Colonel Stephens tradition.

With the current downturn in the economy and the greater reluctance of people to go and spend a day out it is even more important for the railway to be cost effective. It is not acceptable to run on track which requires constant attention and upkeep and a consequent drain on resources. Morale will suffer and with resources, particularly volunteer resources, being spread over a wider area it is essential that all staff have satisfaction and pleasure from their hobby and that they can see how their input has benefited the railway.

The Project Final Push working party consider that before a start is made on Northiam-

Bodiam it is essential that major infrastructure works are carried out on the current operating section. For instance there is a growing need to bring the permanent way from Tenterden to Oxney Straight up to the same standard as that from Oxney Straight to Northiam. Similarly it is desirable that better loco and carriage and wagon facilities are provided so that workshop conditions can be improved, throughput can be increased and the high standard of work protected from the weather whilst not in service. Volunteer facilities also need to be improved.

Profitability must be improved which in turn will lead to better conditions and greater satisfaction to everyone.

I paint this picture as a prelude to Project Final Push because the scheme must be seen in the context of the whole railway, as fitting into the overall development plan and one for which the necessary finance has been identified and allowance made for it within the railway's budget.

* * *

The line from Northiam to Bodiam was upgraded by British Railways in the early 1950s. The distance is approximately 3½ miles comprising approximately 2 miles of 91¼ lb./yd. rail on wooden sleepers from Northiam to a point just east of Pagham Farm, and 1½ miles of 95 lb./yd. rail on metal sleepers from there to near Bodiam Station. Just before Bodiam Station the line reverts to the heavier construction which was completely re-sleepered by Thameside Group in 1980 in support of the Bodiam steam days.

Spot re-sleepering also took place from Dexter to Padgham Farm and Dexter Hill was constructed at the same time.

Flailing of the undergrowth last year, sponsored by the Maidstone Group, enabled the first clear impression of the track to be gained since the 1970s. Many drains have collapsed, flooding is common and landslips have altered both the horizontal and vertical alignment of the track in many places. The formation is ash throughout and rabbit infestation is rife. In short the existing formation is not generally suitable for modern safety and operational needs.



*Terrier No. 32655 on a Robertsbridge to Tenterden mixed train in 1953, near Bodiam. This is approximately the site of the proposed Bodiam West station.
(Tenterden Railway Company)*

Three options are being prepared for consideration by the Board: the first is a minimal upgrading, the second and third are essentially the same but consider the implications of constructing the extension in one or more bites.

If the Board decides that the standards used for Northiam should be continued then it is appropriate to consider this the biggest job undertaken by the railway since the nineteenth century! Over 15,000 tonnes of ballast; 530 x 45ft. track panels (three times that of the Northiam extension); two bridges; 36 culverts; 1,600m. of trackside drainage pipes.

The project will be volunteer led but using contractors where appropriate. Even so it is likely that getting the infrastructure right will take up to three years, a considerable task requiring the use of large construction vehicles more akin to a by-pass project. Embankments will need rebuilding and other areas stabilising. The whole length is just above the River Rother flood levels so considerable drainage will be needed so that problems such as those experienced at the "wet cutting" can be

avoided – permanently.

Having prepared an acceptable stabilised formation how is the line to be laid? The method pioneered for the Northiam extension, of preparing track panels "off site" is being examined as is "on site" assembly. The whole length will be ballasted, aligned and tamped mechanically using the railway's equipment.

Operationally, when the whole line is up to standard, it is proposed to extend the present service very much as it is using four sets of coaching stock which already exist on the railway albeit not all in a usable condition. It is unreasonable to expect the Austerities to cope satisfactorily with this sort of work for which they were never intended or designed. Their invaluable achievement in getting the railway to where it is today must be recognised but nevertheless the question of the need of suitable motive power within the railway's essential character must be addressed.

A passing loop at either Dixter or Ewhurst Green will be essential to maintain parity with the remainder of the railway and any extension

to Robertsbridge. Depending on market conditions it may prove possible to introduce a Northiam-Bodiam shuttle which would be attractive to people visiting Bodiam Castle and not having enough time to travel to Tenterden and back. Signalling would be concentrated at Northiam where the ex-Wadhurst signal box could be re-erected.

However, it is all very well considering the problems of the railway but we must not forget the needs and expectations of our neighbours: residents, farmers, landowners, statutory authorities and local government interests and duties.

A very important point regarding Bodiam is that it is the wish of the Council that car borne arrivals should be reduced. The village already experiences difficulties in coping with the number of visitors to the Castle and to an extent is the reason why your Board supports the Rother Valley proposals for Quarry Halt, sited to the west of the existing station. The adjacent Quarry Steam Centre already has a large car park situated in a position which does not impose greatly on the environment in the valley. As far as possible therefore it is intended that users of the extension will have parked their vehicles at Tenterden or Northiam (or Robertsbridge), or having already parked at the Castle for their primary visit of the day, walk to the railway for an "on-spec" ride. Having had their interest whetted they will return at another time to ride the full length of the railway.

If it is decided to reconstruct the line, where is the ballast to be delivered and how? Haulage by road of all the materials required for the project is likely to be an emotive subject with local residents, as will be their concern over their environment especially regarding noise and pollution. For this reason all our neighbours are being contacted so our intentions can be made clear and lines of communication formed. Local councils and statutory authorities are also being involved and one by one their comments will be considered.

The one subject I haven't touched on is finance. If the Board elects to reconstruct the section then a sum in the region of £1,000,000 will be needed. Outside finance will be an absolute necessity and enquiries are being made of a number of bodies as to what might be available in the form of grants or loans.

However, with the present economic situation it is difficult to see into the future and to know what might be available, but it is hoped that perhaps 70% of the scheme might be grant aided.

When the board comes to consider the study, finance is likely to be the element which will raise most debate. It will dictate what can and what cannot be done and the manner and phasing of whichever option is chosen. Perhaps the vision of those members who, having just completed the Northiam extension in 1990, suggested "Bodiam 2000" as a target, will be proved to be right.



*Clearance party at Dexter, between Northiam and Bodiam, 19th January, 1992.
(John Liddell)*

Variety is the spice of life on the Kent & East Sussex Railway. The vintage (or should it be veteran?) train headed by No. 10 Sutton, built in 1876, heads three nineteenth century carriages on the upward journey to Tenterden, approaching Cranbrook Road on 21st September, 1991. Six days later, No. 10, bunker first, was photographed on a down journey approaching Cranbrook Road – the only “modern” appendages being the plastic bucket on the lamp bracket and the loco-man’s cloth cap! By way of contrast Austerity No. 26 Linda, built in 1952, was taking a turn to head a rake of Mark One coaches of similar vintage to herself at Northiam on 21st December, 1991. (Vintage photographs Dennis Ovenden, Non-Vintage Brian Stephenson.)



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Where are they now?

The article on the Museum and Archives in *The Tenterden Terrier* No. 54 has led to further questions regarding surviving engine nameplates from the Stephens' railways. John Miller outlines here, what we know so far.

The first indication we have of official interest in preserving historical items comes from a 1948 letter written by A. B. MacLeod who, following nationalisation, became Stores Superintendent to the new Southern Region. He wrote to W. H. Austen at 23 Salford Terrace, Tonbridge, where Austen continued to run the old offices for the first six months following nationalisation:

Dear Sir,

RAILWAY RELICS

The British Transport Commission has issued a directive that all railway relics of historic interest, or which may become of interest in the future, are to be carefully preserved and catalogued for reference purposes. An indication of the types of relics concerned is given below:

Examples of Craftsmanship
from early railway days.

Unusual handwritten documents
and/or agreements.

Old Share Certificates.

Pictures.

Photographs.

Prints.

Drawings, maps, plans.

Passes, tickets, etc.

Crests, Coats of Arms.

Publications.

Timetables.

Posters, Notices, Announcements.

Cap badges, buttons, harness
ornaments, uniforms, etc.

Handlamps.

Any object of historic interest
connected with railways,
especially those comprising
the Southern Region.

In order that a catalogue for the Southern Region may be completed will you please let me have particulars of old items which are in your custody and might be of interest or are thought to be worthy of preservation.

Austen ignored this list, substituting instead his own ideas on historical objects and writing as follows to Fitter Sam Austen (no relation) at Rolvenden Works - the grand address should be noted:

The Railway Executive (Southern Region),
23 Salford Terrace,
Tonbridge, Kent.
3rd February 1948

Fitter Austen,
Rolvenden.

OLD ENGINE NAME PLATES

Will you please let me know how many old engine name plates you have at Rolvenden, what names are on them, and give the length and width of such plates. Also say which are brass and which are cast iron.

Fitter Austen, very efficiently, replied the following day:

Dear Sir,

Re your letter, Old Engine Name Plates

| | | |
|---|-----------|-------------|
| 1 pair Loco "Tenterden" | brass | 3'1¼" x 4½" |
| 1 pair Loco "Northiam" | brass | 2'8½" x 4½" |
| 1 pair Loco "Bodiam" | cast iron | 1'10" x 5½" |
| 1 pair Loco "Rolvenden" | cast iron | 2'7½" x 5½" |
| 1 pair Loco "Hesperus" | cast iron | 2'0" x 5½" |
| 1 single Loco "Dido" | cast iron | 1'6" x 5" |
| 4 oval plates, makers, Hawthorn Leslie | brass | 1'0" x 8" |
| 2 number plates, No. 1380 | | |
| Ex "Ringing Rock" | brass | 2'1" x 11¾" |

In April 1948, these items were crated-up and despatched to A. B. MacLeod and some were later displayed at the Clapham Transport Museum as part of the British Transport Commission's official collection. "Dido" had found its way to Rolvenden because one of that engine's side-tanks had been used in the 1934 rebuild of "Bodiam". The Hawthorn Leslie makers plates were from engines "Tenterden" and "Northiam", and the 1380 number plates were carried by "Hesperus" during its Great Western ownership from 1898 to 1914 when it was named "Ringing Rock". Although not included in this haul, it is recalled that "Rother" and "Juno" plates were also displayed at Clapham.

The British Transport Commission's historical relics eventually became the responsibility of the British Railways Board. Following the 1968 Transport Act, it was decreed that the historical collection would pass to the Department of Education and Science, as represented by the Science Museum.

Clapham Transport Museum, was closed and it was decided to display the main part of the Science Museum's National Railway Collection at a new museum at York. This opened in 1975. Unfortunately, not all the BRB collection at Clapham was passed to the Science Museum - some material was retained (for whatever reason) and later sold off at Collectors Corner. This accounts for the fact that not all the treasures despatched by Austen to MacLeod have found their way into the National Collection.

In the accompanying table, an attempt has been made to list all those locomotives which carried nameplates, and which were part of the fleet of the respective railways during the period of engineering involvement, Stephens or Austen. Some engines were un-named and a few had painted names only - all these are of course excluded.

We do not know where Holman Stephens obtained his nameplates, but two distinct styles are evident. The earlier plates, from which the various new Hawthorn Leslie engines in particular benefited, were cast in brass and had a handsome traditional lettering style, exemplified by "Tenterden" on page 46 of *Tenterden Terrier* No. 54. These are noted (a) in the table. Perhaps these engines were delivered with nameplates already fitted.

Later, cheaper cast iron nameplates were made and it is quite possible that these were manufactured at Rolvenden, not only for the K&ESR but also for some of the other lines. There is no hard evidence for this, although we do know that K&ESR company initials were cast at Rolvenden for use on poster-board headings and to indicate ownership on carriages and wagons. It is obvious from their distinctive shape that one set of pattern letters were in use. These are noted (b) in the table. As an example, the letters 'R' in the WC&PR and K&ESR "Herperus" plates are identical although the actual nameplates for the two engines vary in size by over one inch.

The Festiniog Railway nameplates pre-date Stephens and there has been a long tradition of the Festiniog manufacturing its own plates at Boston Lodge Works.

In the table, 'x' indicates that it is thought the nameplate has been scrapped but it is not possible to differentiate between the left- and right-hand of the pairs of nameplates. The word 'Private' indicates the nameplate is, or is thought to be, in a private collection. Even when known to the author, it has been decided to keep confidential the details of private ownership. The book *Nameplates on Display* by Ian Wright (Pennine Publications) has been a useful source of information on some locations.

Of the nearly 60 engines listed in the table, only three survive from the standard gauge, "Bodiam", "Pontyberem" and "Gazelle", while "Russell" and six of the Festiniog locomotives still exist on the narrow gauge.

Where we have information on replicas, this has been included in the table. It has not been possible to check all the details and we apologise in advance for any mistakes. In a later article, we hope to tabulate all the known information on plates indicating engine makers, numbers and owners relating to the Stephens' railways. We shall be pleased to hear from readers who can add to our information and any details on private collections will remain confidential to the Archives section.

| Railway/Nameplate | | Nameplate location | |
|---------------------------------------|---------|--------------------|-------------|
| | | 1 | 2 |
| West Sussex Railway | | | |
| SELSEY | | Tenterden | x |
| SIDLESHAM | (a) | x | x |
| HESPERUS | (b) | x | x |
| RINGING ROCK | (c) | Chichester | x |
| CHICHESTER | | x | x |
| MORUS | (b) | x | x |
| Kent & East Sussex Railway | | | |
| TENTERDEN | (a) | Tenterden (f) | Private |
| NORTHIAM | (d) (a) | York (f) | Private |
| BODIAM | (g) (b) | Tenterden (f) | Private |
| HECATE | (b) | x | Bournemouth |
| ROLVENDEN | (b) | Tenterden (f) | Private |
| ROTHER | (b) | x | Private (e) |
| HESPERUS | (b) | Tenterden (f) | Private |
| JUNO | (b) | x | Private (e) |

Bere Alston & Callington Railway

| | | 1 | 2 |
|---------------------------|-----|----------|-----------|
| A. S. HARRIS | (a) | York (f) | ? Museum |
| EARL OF MOUNT EDGCUMBE | (a) | York (f) | x |
| LORD ST. LEVAN | (a) | ? | Doncaster |

Burry Port & Gwendraeth Valley Railway

| | | | |
|------------|--|-------------------------------|-------------|
| ASHBURNHAM | | x | x |
| PONTYBEREM | | Preserved on Engine at Didcot | |
| BURRY PORT | | Henley | x |
| KIDWELLY | | Henley | Bournemouth |
| CWM MAWR | | x | x |
| GWENDRAETH | | x | x |
| PEMBREY | | x | x |
| PIONEER | | x | x |

Shropshire & Montgomeryshire Railway

| | | | |
|----------|-----|---------------------------------|----------|
| GAZELLE | | Preserved on Engine at Beverley | |
| SEVERN | (b) | x | x |
| HESPERUS | (b) | x | Private? |
| PYRAMUS | | x | x |
| THISBE | | x | x |
| HECATE | (b) | x | Private? |
| DIDO | (b) | Tenterden (f) | x |
| DAPHNE | (b) | Tenterden (f) | x |

Weston, Clevedon & Portishead Railway

| | | | |
|--------------------|-----|---------------|----------|
| CLEVEDON (large) | (h) | Bristol | x |
| CLEVEDON (small) | | x | Private? |
| WESTON (oval) | | Bristol? | x |
| WESTON (small) | (b) | Tenterden | x |
| PORTISHEAD (large) | | x | x |
| PORTISHEAD (small) | | x | Private? |
| HERPERUS | (b) | Weston-s-Mare | Private? |

East Kent Railway

| | | | |
|-------------|--|---|---|
| WALTON PARK | | x | x |
|-------------|--|---|---|

Edge Hill Light Railway

| | | | |
|--------|--|---|---------|
| SANKEY | | x | Private |
|--------|--|---|---------|

Snailbeach District Railways

| | | 1 | 2 |
|--------|-----|---|----------|
| DENNIS | (k) | x | Private? |

Ashover Light Railway

| | | | |
|-----|--|---|---------|
| GUY | | x | Private |
|-----|--|---|---------|

| | | | |
|-------|-----|---|---------|
| HUMMY | (j) | x | Private |
|-------|-----|---|---------|

| | | | |
|-------|--|-------|---|
| PEGGY | | Tywyn | x |
|-------|--|-------|---|

| | | | |
|------|--|---|---|
| JOAN | | x | x |
|------|--|---|---|

| | | | |
|---------|--|---------|---------|
| BRIDGET | | Private | Private |
|---------|--|---------|---------|

Welsh Highland Railway

| | | | |
|-------------|--|---|---------|
| MOEL TRYFAN | | x | Private |
|-------------|--|---|---------|

| | | | |
|---------|-----|----------|---|
| RUSSELL | (g) | York (f) | ? |
|---------|-----|----------|---|

Festiniog Railway

| | | | |
|----------|-----|------------|---|
| PRINCESS | (g) | Porthmadog | x |
|----------|-----|------------|---|

| | | | |
|--------|--|-----------------------------|--|
| PRINCE | | Preserved on Engine at F.R. | |
|--------|--|-----------------------------|--|

| | | | |
|------------|-----|---|---|
| PALMERSTON | (g) | x | x |
|------------|-----|---|---|

| | | | |
|------------|-----|------------|---|
| WELSH PONY | (g) | Porthmadog | x |
|------------|-----|------------|---|

| | | | |
|--------------|--|------------|---|
| LITTLE GIANT | | Porthmadog | x |
|--------------|--|------------|---|

| | | | |
|---------------|--|------------|---|
| JAMES SPOONER | | Porthmadog | x |
|---------------|--|------------|---|

| | | | |
|----------|--|------------|---|
| TALIESIN | | Porthmadog | x |
|----------|--|------------|---|

| | | | |
|---------------|--|-----------------------------|--|
| MERDDIN EMRYS | | Preserved on Engine at F.R. | |
|---------------|--|-----------------------------|--|

| | | | |
|------------|--|--|--|
| LIVINGSTON | | | |
|------------|--|--|--|

| | | | |
|----------|---------|---|---|
| THOMPSON | (g) (l) | x | x |
|----------|---------|---|---|

Key to Locations*Tenterden*

Colonel Stephens Railway Collection, Town Museum, Station Road, Tenterden.

Chichester

Chichester District Museum, 29 Little London, Chichester, West Sussex.

York

National Railway Museum, Leeman Road, York.

Bournemouth

The Big Four Railway Collection, Old Christchurch Road, Bournemouth. (The Big Four Railway Museum has now closed.)

Doncaster

Doncaster Railway Museum, Hall Cross Comprehensive School, Thorne Road, Doncaster.

Didcot

Didcot Railway Museum, Didcot, Oxfordshire.

Henley

Private railway museum of The Hon. William McAlpine, Fawley Hill, Fawley Green, Henley-on-Thames, Oxfordshire.

Beverley

Museum of Army Transport, Flemingate, Beverley, North Humberside.

Bristol

Bristol Old Station, Temple Meads, Bristol.

Weston-s-Mare

Woodspring Museum, Burlington Street, Weston-super-Mare, Somerset.

Tywyn

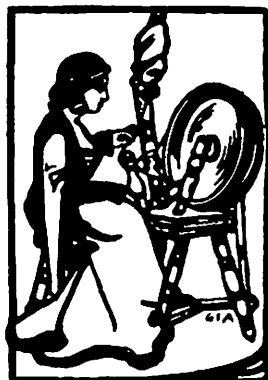
Narrow Gauge Railway Museum, Wharfe Station (Tal-y-Llyn Railway).

Porthmadog

Festiniog Railway Collection, Gwynedd, North Wales. (No nameplates on current display in Harbour Station museum.)

Key to Notes in Table

- (a) First, traditional style cast in brass.
- (b) Second, cast iron type, possibly cast at Rolvenden Works.
- (c) Replica on display at Tenterden.
- (d) Replica on display at Tenterden and fitted to K&ESR loco No. 25.
- (e) During the 1960s, on display at Clapham Transport Museum.
- (f) Part of the Science Museum's National Railway Collection.
- (g) Replicas on engines when nameplates fitted.
- (h) From Sharp Stewart 2-2-2WT, scrapped 1906.
- (j) Replica on display at Narrow Gauge Railway Museum, Tywyn.
- (k) Eric Tonks in his 1950 book "The Snailbeach District Railways", said one nameplate survived "many years amongst the ashes of the forge".
- (l) The locomotive is currently displayed at the NRM York.



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The Ones that got Away

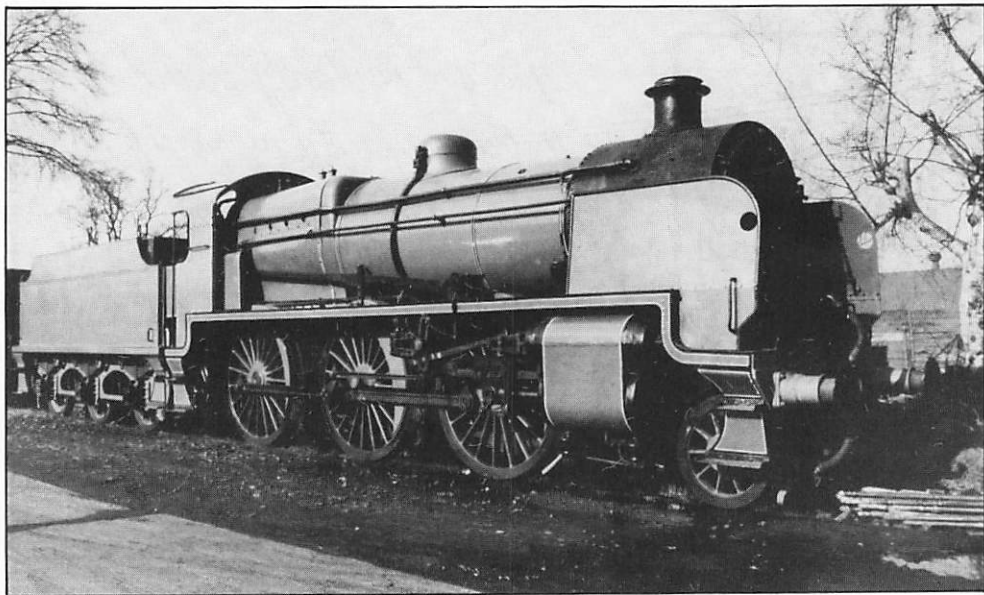
Nick Pallant takes a look at some motive power 'might have beens' on the Kent & East Sussex Railway.

One of the more diverting aspects of research into the early years of the preservation scheme is the fairly long list of locomotives which were suggested for use on the K&ESR but, for one reason or another, did not actually make it to the railway.

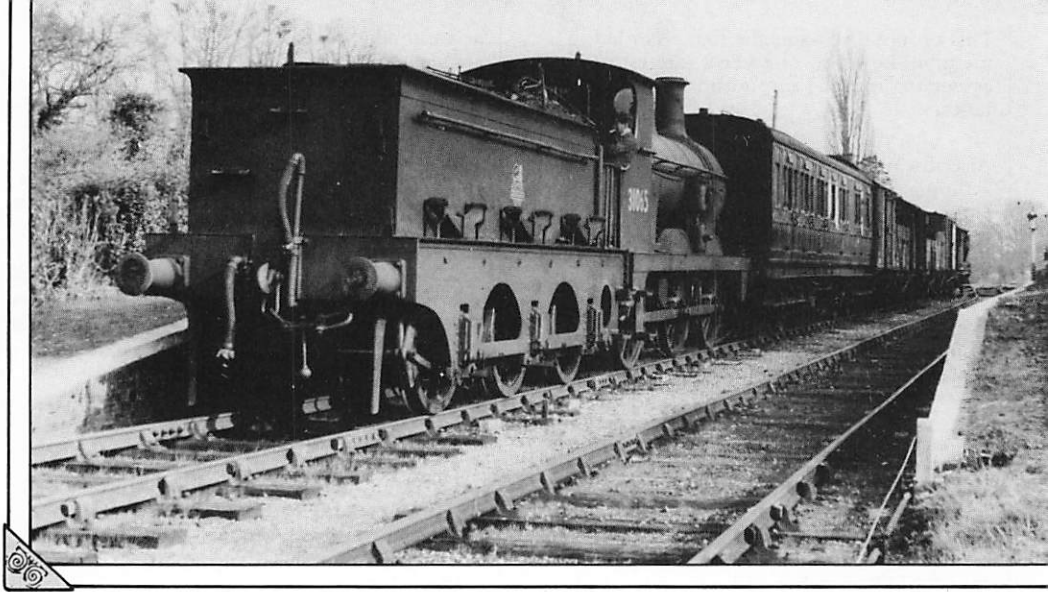
Two such proposals from the very early days, and which are personally recalled, were ex L&SWR Adams Radials and Beattie Well tanks. Although a vivid memory remains of reading about these ideas – in either early publicity material or the Farmers' Line – documentary proof of the recollection has, at the time of writing, yet to come to light. (If anyone has a copy of the relevant document would they please let me know!) Unfortunately, by the time the Preservation Society was in a position to attempt such purchases examples of neither type remained available, although preserved elsewhere. The Radials were also slightly too heavy for the K&ESR, as it then was, although their flexibility could have been useful on the sharper curves.

1962 saw the first preservation era motive power on the line when the Sentinels *Dom* and *Gervase* arrived from Merstham. In addition, there arose, during the latter part of the year, the enticing offer, by Captain Howey of the Romney, Hythe & Dymchurch Railway, of the standard gauge 0-4-0T *Dunrobin*, plus accompanying saloon coach. The major snag was that the asking price was £1,100. The Society intended to pursue these purchases "once the negotiations for the line" had "been completed" but *Dunrobin*, of course, went to Canada and there she remains.

During the following January, Society officers met BR representatives in the frozen depths of snowed-up Robertsbridge to discuss extra land which the K&ESRPS hoped to purchase as the existing bay was not to be available and a separate platform plus run round loop would have to be built. The records of the Tenterden Railway Company show that, following this site meeting, the Society wrote to the Southern Region confirming that the locomotive release



Southern Mogul "U" class No. 1618 in store at Tenterden in February 1973. Now at the Bluebell Railway. (Paul Sutton)



01 class No. 31065 waiting to depart from Biddenden with a mixed train to Headcorn, 11th April, 1953. This locomotive was stored in the former Ashford Steam Centre for many years. Its present whereabouts are unknown. (S. C. Nash)

line would have to be long enough to accommodate either an 01 class 0-6-0 or an ex-GWR Dukedog 4-4-0. Mention of class 01 can be interpreted as anticipation of the need to reconstruct many of the bridges, thus allowing 01's access to the line below Rolvenden, but the mention of a Dukedog is intriguing. Any further comment would be pure speculation.

Another idea from early 1963, and about which a little more is known, was the suggested purchase of former Wantage Tramway No. 7. This Manning Wardle 0-4-0ST of 1888 had survived in industrial use but by the early 'sixties was in very poor condition. Its estimated value was only £80 (low, even allowing for inflation) and if it had ended up at Tenterden it would probably have proved a liability.

A few months later, Roger Crombleholme, a leading member of the Narrow Gauge and Light Railway Society, proposed buying Terrier sized industrial locos and fitting them with vacuum brake equipment to enable them to work passenger trains. Today, this seems to have been a natural part of the evolution of the steam railway movement; at the time it was close to revolutionary. Trips to the ironstone country in the Midlands followed, as did the purchase of K&ESR No. 14 *Charwelton* from Sproxton. In April 1964 Mr. Crombleholme

purchased from Byfield Quarry *Sir Berkley*, another Manning Wardle 0-6-0T, of 1891 vintage. It was firmly intended at one stage that this locomotive should become K&ESR No. 16, and the first two editions of the stock book were written on that assumption. In the event, Roger Crombleholme and the Kent & East Sussex fell out – and let's be honest, these things do happen in railway preservation – and *Sir Berkley* went to the Keighley and Worth Valley instead. It is also understood that another member of the Narrow Gauge and Light Railway Society wanted to buy, from the same source, a Hudswell Clarke 0-6-0 saddle tank of 1892 which carried the name *Byfield*. The writer has been told that this locomotive was in a bad state of repair.

Committee minutes from the early months of 1965 mention a further locomotive being rejected because of its mechanical condition. This was stated to have been "the Lancing Works diesel shunter". Unfortunately there was no diesel at Lancing. (USA's DS 235 and DS 236 carried out shunting duties at the time.) Publication deadlines have precluded a more detailed investigation, but it is tentatively suggested that the minutes actually refer to DS 600, the 1947 built Fowler diesel mechanical shunter which had been based at Eastleigh Carriage works. Whatever locomotive was involved, some indication of its condition may be judged by its suggested value, a mere £25.

This proposal remains the first recorded mention, however, of K&ESR interest in preserving internal combustion as opposed to railcars.

Also during 1965, Mr. G. W. Pickin, a long standing member of the Tenterden Railway Company and its predecessors, made the fascinating suggestion to the Committee that the ultra-lightweight ex Shropshire and Montgomeryshire Railway 0-4-2T *Gazelle* (then preserved on the Longmoor Military Railway) should be obtained and returned to working order. Perhaps we may yet see *Gazelle* on loan to the K&ESR, even if only as a static exhibit.

For a while during the middle years of the decade there were hopes of two former South Eastern and Chatham 0-6-0 tender locomotives arriving on the K&ESR; 01 class No. 65 and C class No. 592. The 01, which had a long association with the line, had been purchased by a K&ESR member and restoration had commenced in the old motive power depot at Ashford. It was intended to bring No. 65 to Robertsbridge under her own power and the K&ESR Loco department had contributed time and effort to that end. Some while later, the Committee were unable to agree satisfactory terms for the transfer of the 01 to the K&ESR and this sole survivor of its class remained at the embryonic steam centre. It is a matter of regret to many that No. 65 is not currently on public display. No. 592 belonged to the Wainwright C Preservation Society but their one-time intentions fell victim to the 'scrambling and unquiet times' through which the K&ESR passed in the late 1960s. The locomotive's subsequent history on the Bluebell Railway is well known. Also belonging to this period were thoughts that one or more Isle of Wight 02 class 0-4-4Ts might be secured - a proposition ruled out by continuing financial strictures.

In 1967 there appeared two preservation schemes which, in different degrees had associations with the K&ESR, although the objects of their attention were unlikely for the light railway. The first of these was the U class Mogul No. 1618, the project for which originated amongst K&ESR members. No. 1618 did, of course, actually reside at Tenterden in the early 1970s, and, in addition to other co-operation, her owners received publicity via the Farmer's Line in the early days of their efforts. Similar facilities were also granted to an even less likely scheme for the K&ESR - the preservation of a Bulleid Light Pacific! The organisers were also after display

accommodation and, it was inferred, somewhere to restore their locomotive. In the end they went to more suitable quarters at Longmoor and, like the Mogul, subsequently moved on to the Bluebell Railway.

Finally, mention must be made of a significant report prepared by Peter Davis, later Chairman of the Tenterden Railway Company, in the autumn months of 1968. Full details are beyond our scope here, but the report analysed the existing locomotive stock and made positive proposals for the future. Amongst these was the following list of suggested locomotive acquisitions, either by purchase or by loan.

- 3 x A1X (Terriers) the property of Butlins
- 1 x P class the property of Bowaters
- 1 x P class the property of Hodson's Mill
- 1 x Peckett 0-6-0ST the property of APCM Ltd.
- 1 x USA class the property of the Southern Locomotive Preservation Co.
- 3 x Avonside 0-6-0ST the property of NCB (Kent Division)
- 1 x Hudswell-Clarke 0-6-0T the property of APCM Ltd.
- 3 x Peckett 0-6-0ST at present the property of the Ford Motor Co. Ltd.

As many readers will know, the Hodson's Mill P class was acquired the following year, the first mentioned Peckett was *Westminster* - which was on the K&ESR for some years - and that No. 8 *Knowle* was one of the Butlins Terriers. But criticism of neither report nor author should be assumed (one wouldn't dare!), simply because some recommendations never came to pass. The importance of this document was its anticipation of the need for additional, more powerful locomotives. It looked towards the eventual acquisition of the Austerities and was the foundation on which the present day locomotive fleet was built.

This catalogue of 'might have beens' is probably not exhaustive, in part due to the nature of the subject, and the writer would, as usual, be glad to hear from anyone (correspondence c/o Tenterden Town Station please) who can add further information. And, of course, some of these locomotives could yet visit the K&ESR; Adams Radial No. 488 for instance or the Isle of Wight Steam Railway's 02 *Calbourne*. Then again, what about the 01? Ah well, one day perhaps . . .

The above item, although written for the Tenterden Terrier, is drawn from information researched for the proposed book 'Holding the Line - Preserving the Kent and East Sussex Railway 1961-71'.

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Letters to the Editor

Thoughts from Lapland

Sir - Having put my feet up after Christmas, I thought about all the people behind Santa on the trains.

Santa is at the sharp end, he gets all the thanks from parents and grandparents, the joy from talking to young children and seeing their excited faces. The hugs and kisses, the letters and sweets that are pressed into his hands often after a long time in hot young hands.

It is a thoroughly enjoyable time and yet the whole thing would come to a halt if it were not for the people behind the scenes, and I wish to thank them for giving the children and the Santa such a wonderful time.

There are the hard working Pixies, whose efficient co-operation can make Santa's job so much easier, they must be worn out by the end of the day. Not forgetting Chris Wood, who has the unenviable task of getting sufficient Pixies to the right place at the right time.

Maybe the biggest 'Thank You' should go to Donald Wilson who purchases the presents, and his band of helpers who wrap the presents. Donald always does a grand job, but at Christmas 1991 his purchases were the best ever, if the thanks Santa received are anything to go by.

Away from the immediate area of Santa's grotto, thanks should be given to all the volunteers who deal with the bookings and who show excited passengers to their seats, the guards, footplate crew, catering staff and the TTIs who have to clear up so much paper, crumbs, etc.

All is not plain sailing for Santa, one has to be quick witted, answers required in a hurry to such questions as: Why are the reindeer not in the car park? You know where I live because it is next door to the school you visited yesterday. Did you get my letter? (Yes.) What did he ask for? (from big sister). Do you remember what I requested when I saw you in Selfridges? In 1991 Santa was nearly lynched when telling a child that he was from Finnish Lapland when it turned out that the (accompanying) Grandma came from Sweden!

Ticehurst, East Sussex

Douglas Edwards

A Short History of the Mess Coach

Sir - Thank you for the most absorbing article

in the *Winter Terrier* about the South Eastern & Chatham coach body that resides at Tenterden Town Station. I had no idea that it had been there only since 1963; I imagined that the K&ESR inherited it!

It is an enormously valuable museum-piece and I very much hope that it will not be destroyed. Why not leave it where it is? It is doing no harm and adds to the 'light railway' atmosphere. My great fear is that if attempts are made to move it it will disintegrate - but left alone, with periodic painting, it should last for a very long time.

The coach has been identified as a 44ft. composite, built for the SEC by Cravens Ltd. in October 1901 and numbered 3448. There were three first-class and three second-class compartments; the firsts, at 7ft. 6½in. from partition to partition, were among the widest ever employed by the SEC. There were 25 of these composites as well as 20 all-firsts with identical bodies, and all eventually were repainted in Southern Railway colours, No. 3448 becoming SR 5240 in May 1928. Withdrawal from service came in November 1941, and presumably the body was grounded at Ashford Works very shortly afterwards. There are very few SEC coaches in existence with the 'pure' Ashford style of mouldings, which was a vogue between the 1880s and 1909; the later 'half-Ashford, half-Longhedge' style is much more common and to my mind nowhere near as attractive.

Interesting to see the reference to Dennis Pope in the same article. He certainly got around: there was a 'Pope's Cottage' on the Bluebell Railway also, and he was a prominent personality in the Westerham Valley Railway Association about 1962/3.

East Grinstead

David Gould

Grease Tops and Cloth Caps

Sir - As a new member I would like to comment on one small detail which I consider spoils our excellent presentation of a preserved steam railway - loco-men's hats!

What a pity to see the majority of footplate crew wearing cloth caps on the footplate, also sporting official badges - even worse. An important thing, authenticity; doing it as it was in every possible respect. If grease top hats are expensive, let the younger ones have them at cost price, for the sake of appearance, or at

least wear a similar type of uniform peaked cap.

Bethnel Green, London

M. J. S. Hatch

Wittersham Road Station

Sir - In the euphoria surrounding the opening of Northiam and the further extension of the railway, very little is said about Wittersham Road Station. When it was re-opened (a project with which I was involved), it had considerable importance in that it marked one end of the working section, but its importance has now declined markedly, and I believe that its future should be considered.

It is well known that some members are concerned that the idea of a traditional Stephens railway is being lost in the need for commercialisation. It seems to me that, in order to satisfy this concern, Wittersham Road Station might be run as a traditional Stephens station with occasional trains made up of suitable rolling stock running to and from it. No doubt this might involve certain logistical problems, but the possibilities are considerable, and such a move would give the station a distinct purpose.

Birmingham

Mike James

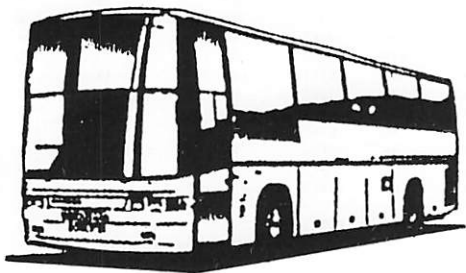
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An analysis of passengers carried in 1991

1991 was the year when the recession really hit the Kent & East Sussex Railway. Following the excellent results achieved last year consequent upon the reopening to Northiam, total numbers dropped back to a figure approximately in line with that achieved in 1989. Every attempt had been made to maximise traffic and indeed the total number of operating days was raised to 171 compared to 154 in 1990. Furthermore, revenue was in line with budget as we had anticipated a difficult year and steps had been taken to reduce costs in order to protect the Company's finances.

Once again Tenterden was the main "draw" for visitors and 85% of journeys originated from there. Rolvenden station was only manned on an occasional basis and Wittersham not at all. However, it was surprising that Northiam accounted for only some 12% of originating passengers - the station has plenty of potential given the good parking space and closeness to the coastal holiday resorts. It is also highly

visible.

Santa Specials held up very well, with 12,625 passengers carried on these trains, compared with 13,484 last year. The reduction in Wealden Pullman/Charters reflected the decision to withdraw "Diana" from the train for operational reasons, and the demand for this premier service continued at a high level.

The Victorian train was very popular and at times passengers waited for a considerable period just to ride on this train. From September, the first class supplement procedure was changed to a "single journey" basis and has been well received by customers.

We enter 1992 with no sign of a pick up in the economy but with a stalwart band of booking clerks who will continue to man the ticket offices throughout the year. Thank you ladies and gentlemen, your services are much appreciated.

John Emmott

| | 1990 | | | | 1991 | | | |
|------------------------------|---------|--------|------------|---------------|---------|--------|------------|---------------|
| | Op Days | Trains | Passengers | Avg per Train | Op Days | Trains | Passengers | Avg per Train |
| January | 4 | 14 | 391 | 28 | 4 | 20 | 558 | 28 |
| February | 4 | 16 | 1232 | 77 | 4 | 20 | 508 | 25 |
| March | 5 | 20 | 1512 | 76 | 8 | 56 | 3992 | 71 |
| April | 15 | 106 | 9083 | 86 | 13 | 81 | 4724 | 59 |
| May | 14 | 118 | 9446 | 80 | 15 | 106 | 6343 | 60 |
| June | 14 | 76 | 8161 | 107 | 18 | 96 | 7013 | 73 |
| July | 25 | 132 | 11485 | 87 | 31 | 161 | 8974 | 56 |
| August | 31 | 190 | 16818 | 89 | 31 | 204 | 14101 | 69 |
| September | 14 | 86 | 6760 | 79 | 20 | 114 | 6083 | 53 |
| October | 9 | 44 | 2126 | 48 | 9 | 54 | 2075 | 39 |
| November | 5 | 21 | 983 | 47 | 5 | 27 | 1037 | 39 |
| December | 14 | 88 | 13937 | 158 | 13 | 84 | 13061 | 156 |
| | 154 | 911 | 81934 | 90 | 171 | 1023 | 68469 | 67 |
| Wealden Pullman/ Charters | | | 2408 | | | | 1544 | |
| Privileges | | | 4329 | | | | 4642 | |
| Totals | | | 88671 | | | | 74655 | |
| Bookings from: | | | | | | | | |
| Tenterden | | | 71509 | | | | 57917 | |
| Rolvenden | | | 643 | | | | 262 | |
| Wittersham | | | 143 | | | | ... | |
| Northiam | | | 7206 | | | | 8675 | |
| On train | | | 2433 | | | | 1615 | |
| | | | 81934 | | | | 68469 | |

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

More About the Vintage Train

In the last issue of the *Tenterden Terrier*, David Dine outlined the work involved in restoring the Great Eastern coach. He now continues the story with a description of the work involved in restoring the District and London & North Western vehicles and Jo Roesen provides a postscript to the previous article.

The August Bank Holiday of 1980 saw one of several "Steam at Bodiam" events. The motive power was Marcia, the 20 ton LNWR goods brake was the anchor and in between was the privately owned and superbly restored four wheeled District Railway 1st Class carriage No. 100.

Ten years later No. 100 had run many miles in service on the railway and was always popular with the public, as something special and unique.

With GER No. 197 coming along slowly in the shed and expected to be completed in the summer of 1991, it was decided to give No. 100 a much needed new coat of protective varnish. Some of the old varnish had flaked off in places allowing rain to penetrate through to the wood causing dark stains down the sides and ends. This meant the body had to be completely stripped to bare timber. Very easy to say, much more difficult to do. The old and very hard varnish was removed layer by layer with flat cabinet scrapers, a tedious and extremely arduous job, as one mistake with the scraper would easily gouge a mark in the wood. At last, the bare wood was sanded down

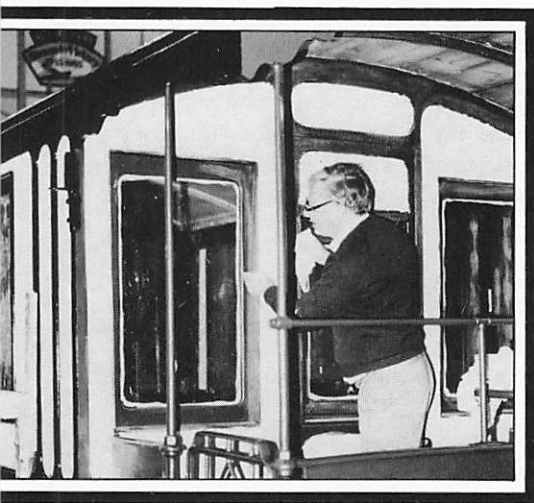
smooth and the first new coat of varnish applied. The gold lettering, "DISTRICT RAILWAY", "No. 100" and "1" to all doors was re-instated and, when time and weather permitted five more coats of varnish covered the carriage, each coat being laboriously rubbed down before the next one was applied. The tops of the doors are rounded, so if they came open in the tunnels they would not jamb against the walls. On the outside is a metal semi-circular cover over the air vent. To make this cover blend in, they were grained to give them the appearance of wood. Several of the covers had weathered badly so the doors were removed and sent away to be re-grained, a highly skilled trade which is sadly dying out. We were lucky to find a retired professional who made an extremely good job of matching the graining to the woodwork.

The old roof canvas had also failed, allowing the ingress of rain to the roof boards, so this was removed and a new one was stuck down with waterproof adhesive (along with two bodies, three scrapers, two pairs of boots and a glove!). To give the carriage a more authentic external Victorian appearance, various fittings have been added. On the roof, eight original



The Chairman lends a hand . . .

(David Dine)



And so does the Editor . . .

(Brian Stephenson)

gas lamp tops, finished in matt black, are in their correct places, and on the sides each door now sports a brass grab handle. A lower stepboard completes the external transformation. Inside, electric lights have been fitted for the first time, and each compartment is now heated from a radiator fitted beneath the seating.

Shedded with DR 100 and GER 197 was the LNWR Inspection saloon of 1890, also under repair. Although partially restored several years earlier, the vehicle had never entered service due to problems with the vacuum brake cylinder. Also the open end verandas which are exposed to the weather, were suffering from a severe case of rot. The floor of the verandas is part of the floor of the whole coach, and therefore the only way to remove the floor was to remove the body. This was done by unbolting the body from the underframe and jacking it about six inches clear of the frame. The rotten timber could then be cut out and dropped down. New pieces of main building rail were then prepared and slid into position under the body, the original tenons on the vertical members mating with the new mortices cut in the building rail. (Sounds easy doesn't it?).

The body having been reunited with its underframe, attention to the paintwork could begin. The livery of the LNWR is well documented in black and white photographs and the paint for the panels is called "flake white". It therefore comes as a surprise when flake white turns out to be light blue. This

paint was made by mixing 1 lb. of ultramarine blue pigment to 1 cwt. of white pigment, the reason being that when the copal varnish was applied (being yellow in hue) the blue would weather down towards white instead of a dirty cream. So in black and white photographs the blue tint always came out whiter than white. (Remember blue washing bags? If not, ask your granny!)

Expert information on the original lining of the carriage was obtained and re-applied as near as possible. Luckily, unlike Great Eastern crests, LNWR crest transfers were obtained and provide the finishing touch. The body then received several coats of varnish.

Underneath the carriage, on the concrete floor of the shed, strange and mysterious chalk drawings would appear one day, disappear the next and reappear somewhere else the following weekend, all signs that the new braking arrangement was being thought about, the drawings indicating lever positions, pull rods and the location of the new vacuum brake cylinder. It was eventually completed the morning the carriage left the shed, and works very well.

* * *

The Victorian Train has proved to be extremely popular with the public, and has been a great success for the department. The author would like to thank the following for their part in the restoration of DR 100 and the LNWR saloon:

Maurice Dallen, Frank Kent and David Strivens – the strippers; Steve Beasall, joiner who made the impossible look easy; Paul Ramsden, the floor artist; Terry Page, for the expert upholstery to the seats; Peter Palk, light duties (electric); Gordon Young, light duties (gas); Peter Carey, underfloor plumber; Bill Pearce (of Gillingham), the grainer; Peter Davis (of Bristol) for providing very informative details of the intricacies of North Western lining; and the other members of the department who helped to make the idea of a vintage train a reality.

GER 197 – BY JO ROESEN

David Dine's article in the last issue of *The Terrier* described the completion to a superb finish of our GER six wheeler, which arrived in Tenterden several years ago from a site in Woolwich.

Work actually started on the coach in the winter of 1980/81, with four London members working evenings in mid-week. After removal

from its bungalow site in Wisbech, the body was placed loosely on a Stove R underframe, the whole dumped roughly on a mound of soft earth in the yard of a factory belonging to a supportive member.

To the uninitiated, this factory yard was full of surprises. The coach was near the back of the yard, and the way there cluttered with the usual appendages associated with a modern, efficient unit of production: storage racks, pallets, half finished products and sacks of raw materials. Lurking in between, however, were the bodies of a LNER sleeper, a GNR clerestory brake and an intriguing special saloon, also apparently of Northern origin. These coach bodies were propped up on bricks and sleeper off cuts, with not a yard of rail to be seen anywhere.

Motive power, so to speak, was provided by a complete 08 shunter, and scattered rusty parts to construct two small steam locomotives, one with a Sentinel boiler. Readers will understand that these interesting vehicles had to be explored in depth, before work on the GER coach could be considered.

In its raw state, the coach body was relatively complete with doors and windows all there, including the 'Smoking' glass panes. The interior was an empty shell, however, with a large square hole cut into the floor to accommodate a stove. Planks that had been affected by the hole clearly had to be replaced, but as they had been laid in two layers in a lattice work pattern, the effect of the hole extended to more than half of the floor. This kept the group busy for several weeks, working late at night by the light of a few bulbs fed by a cable appearing from a crack under the back door of the factory.

One evening, the door was still open. True to form, another coach body stood inside up on trestles, in the middle of the factory floor. It must have been dragged wheel-less across the

floor, if only to get it in through the door. This was a short dining car, probably one of a pair, and in the middle of restoration.

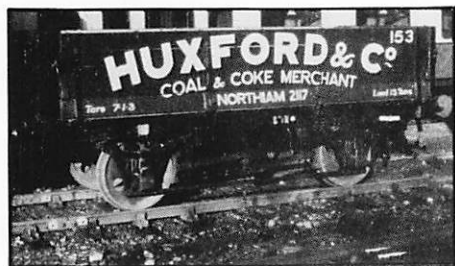
Relief from the bitter cold of winter evenings came only with the second phase, when the walls were stripped of their multiple layers of thick resinous paint. This was done with gas burners, and proved to be quite a tricky business. Whatever it was that the coach builders 100 years ago used for paint, it turned into a sticky glue when heated, and all too easily burst into flames. The result was a comfy if rather smokey fug inside the coach.

The previous owners had torn out all the internal partitions and seats, and one end was wallpapered with sheets of newspaper which clearly proved the (earliest) date that the body had been grounded - 1921. The personal advertisements provided a curious insight into another age, with the common demand for domestic staff the most striking aspect not found today. Offers of tailor made garments and other long forgotten curiosities caused much merriment.

After receiving a new roof felt (a first attempt was promptly blown off by a storm) the coach was eventually moved down to Tenterden for completion under cover, and for professional surgery not possible while it was perched on its mound in Woolwich.

Fortunately for GER 197 our C & W department eventually managed to squeeze it into their busy schedule, with the magnificent result that is there for all to see.

Sadly the pioneer group of four did not survive the move - two members moved away, one tragically died under a commuter train, while the last one rose to vertiginous heights in the directorate of the TRC. Which just goes to show that a start at grass roots level does your career no harm at all.



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The Railways of Martin Mill

Part 2 – The Martin Mill Military Railway

It will be recalled that most of the Pearson Railway remained disused and derelict, following the fulfilment of the Dover Harbour Eastern Arm construction and Admiralty Pier widening contracts in 1911 and 1913 respectively. The track was lifted by the army in 1937. With the advent of the Second World War, 1940 saw the army not only hastily relaying 2½ miles of the original line but extending it progressively on brand new alignments towards the village of St. Margaret's-at-Cliffe and beyond. At that time the German forces were fortifying the French coast a mere 20 miles away and an early invasion attempt by the enemy was a distinct possibility. The railway was therefore to be used to supply and service heavy artillery in the form of land guns on fixed sites and later to carry railborne guns on 15-axle mountings.

The first extension left the alignment of the Pearson line at RDF Junction, so called because of the proximity to the Swingate Radio Direction Finding Establishment, a method of detection later known as radar. A passing loop was provided prior to the line swinging through 90° to fall on a gentle gradient towards Townsend Farm, St. Margaret's. Approximately

¾ mile from RDF Junction the first of the land guns, operated by the Royal Marine Siege Regiment, was installed during August 1940. The 14" ex-naval gun was promptly dubbed "Winnie" due to Churchill's personal interest in the project. The gun was sited on the fairway of the then St. Margaret's golf course and play was said to be in progress as the Marines arrived, unexpectedly, to commence work amongst the bunkers! The rails continued beyond Winnie to terminate at Townsend Farm. Subsequently, the line was extended from a junction near Winnie to cross both the Dover-St. Margaret's and Martin Mill-St. Margaret's roads by ungated level crossings and a further 14" land gun was installed near Hog's Bush, approximately 1¼ miles from RDF Junction, christened "Pooh". The former end-of-track at Townsend Farm remained a service siding for Winnie. In order to make the defences look more formidable, Churchill ordered dummy guns to be positioned near both Winnie and Pooh. In an attempt to add authenticity to the deception the line was, by end on connection, again extended as far as the spurious artillery. Evidently, the German forces were not fooled and the Luftwaffe dropped a wooden bomb in the vicinity to underline the fact. (A good story



Site of "Bruce" today. Narrow gauge line with loop used for transporting shells to and from shell store, left.
(Norman Johnson)



Three railway cranes change "Pooh's" barrel, St. Margaret's-at-Cliffe, 1940. Note rail loops provided for the purpose. (D. G. Collyer collection)

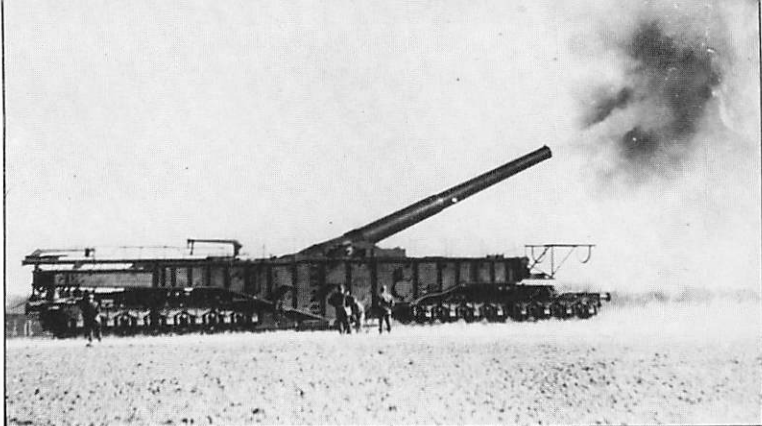
but not confirmed!)

From mid-1941 work was put in hand at Wanstone Farm, South Foreland, to install two modern 15" guns which were duly delivered in March and May 1942. Named "Jane", after the *Daily Mirror* strip cartoon character, and "Clem", possibly after the Deputy Premier, Clement Attlee but more likely after Clementine Churchill, the Prime Minister's wife, the battery was operated by 540 Coast Regiment Artillery, not, on this occasion, by the Marines. A further ¼ mile of the Pearson line had already been relaid beyond RDF Junction to provide two gun spurs of which more later. One of these spurs appeared to have been extended to commence a new and separate line to service Jane and Clem where loops and a siding were included. Branching from the Pearson trackbed at Decoy Junction (so called because a dummy gun barrel was mounted on the railway blockpost - again to fool the enemy) where another passing loop was provided, the new line crossed the Dover Castle-St. Margaret's Road on the level and ran north east parallel to the Winnie/Pooh rails in the adjacent valley. In 1943 an additional 1½ miles was added thereby crossing the present B2058 on the level at the bottom of Bay Hill to terminate several hundred yards beyond at a hyper-velocity 13½"/8" experimental gun called "Bruce". Experiments were undertaken with Bruce into 1944 but, apparently, he was never used in anger.

Additional to the standard gauge track, a number of two foot (60cm.) lines were laid in the vicinity of the guns to provide transport from the shell stores.

Barrel-life of the land gun heavies appeared to be limited; the barrels needed changing frequently. To undertake the task, three of the biggest available railway steam cranes were required on site to work in unison, a situation which was of great concern to the railway executive because of vulnerability to enemy shelling and air attack. The cranes could have been needed elsewhere to repair air-raid damage at any time. At least one such visit involved the Guildford and King's Cross breakdown cranes. Loops had been provided at the gun sites, including one used by the cranes in front of the gun. The latter loop was normally obstructed by the gun barrel and therefore not used for other rail traffic. The exposure of on-site barrel changing was avoided with the advent of the rail-mounted guns which could be withdrawn inland to a gun-park at Lydden on the Dover-Faversham line for the job to be done in comparative safety away from enemy cross-channel shelling. Also, there was the additional advantage that withdrawal could be made to the sanctuary of Guston Tunnel between Martin Hill and Dover (even though the operation took up to two hours) or Lydden (Shepherd's Well) Tunnel.

Three super-heavy 13½" rail-mounted guns



13.5" rail gun "Sceneshifter" in action at St. Margaret's on one of the firing spurs.
Probably 1942. (D. G. Collyer collection)

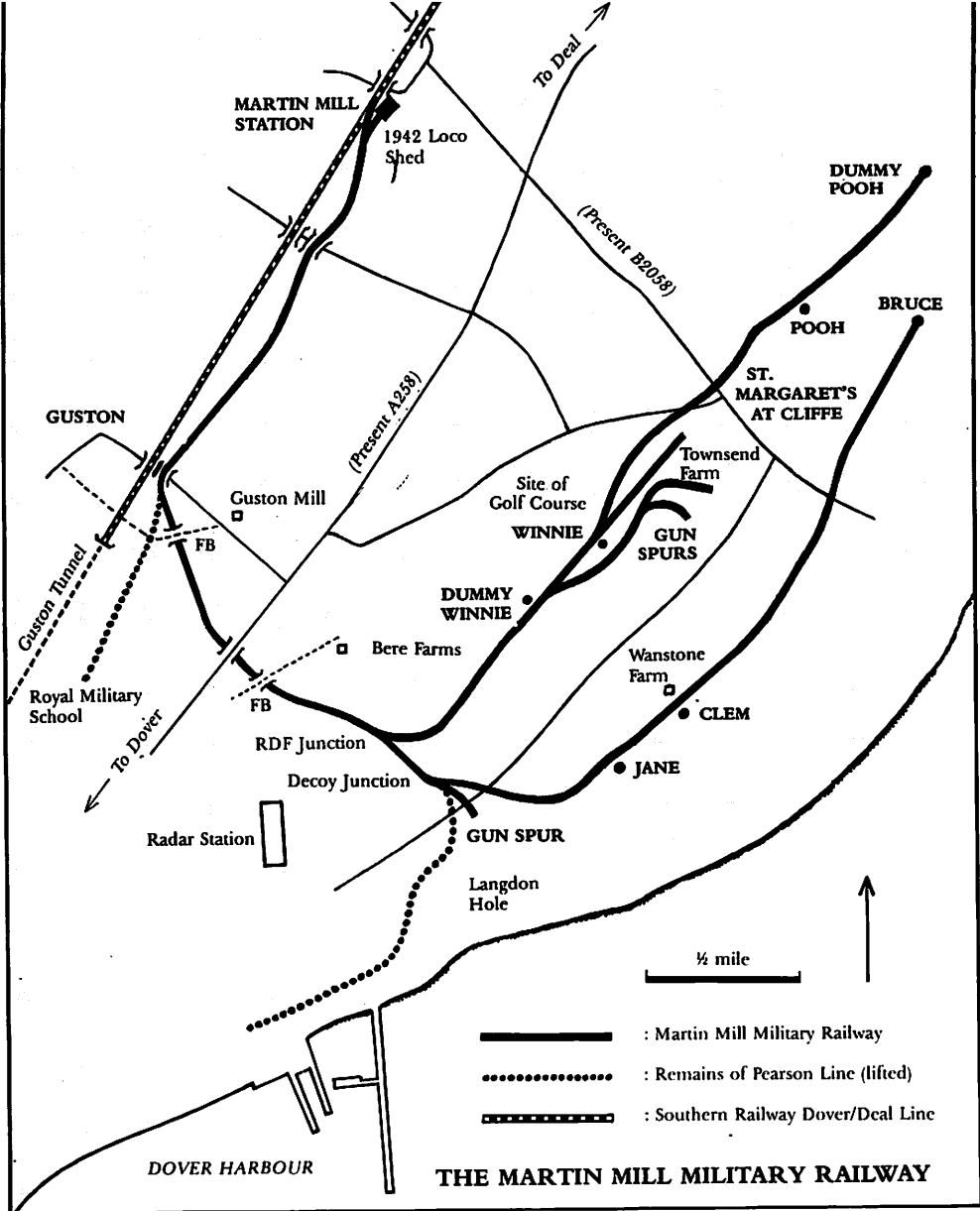
were provided for use at St. Margaret's. Carried on 15 axles (three eight-wheeled bogies plus one six-wheeler) they weighed in at 250 tons each plus ammunition wagon and were given evocative names. His Majesty's Gun "Sceneshifter" arrived in September 1940, HMG "Piecemaker" (note the spelling!) in November, followed by HMG "Gladiator" in May 1941. In addition, a further super-heavy, HMG "Bochebuster", an 18" howitzer was berther in Bishopsbourne Tunnel on the Elham Valley Line. In order to prevent derailment from recoil (the super-heavies could hurl a shell the weight of a mini-car clear across the Channel) the barrels could not swivel and so firing spurs were provided at Townsend Farm and Decoy Junction, four spurs in all, to enable the whole gun to line-up on target. Bearing-angles were marked on the sleepers; rudimentary by today's precision aiming but it worked. On firing, the locomotive(s) and ammunition wagon were withdrawn but returned between shots to load and reposition the gun.

To berth the rail guns in Guston Tunnel, permanent single line working was introduced on the down (eastern) line using Tyer's Tablet System; thus the guns were berthed, usually two at a time, together with their ammunition wagons, on the up. Wagons filled with reinforced concrete were kept in readiness at Martin Mill and Dover the idea being to derail these in Guston Tunnel should an invasion materialise. Four locomotives were kept permanently in steam to position the wagons, ex SER B1 class 4-4-0's 1457 and 1459 at Martin Mill and ex LCDR R class 0-4-4 tanks 1705 and 1708 at Dover. In the event, the invasion threat receded and the precaution was abandoned by May 1941.

Motive power for the Military Railway was provided initially by the LMS: 3 x 350HP C-type Armstrong-Whitworth Jackstaff Drive Diesel-Electric locomotives arrived, Nos. 7059 "Old Joe", 7063 "Flying Scotsman" and 7064 "Ubique" all built in 1936. Later, No. 7062 appeared together with SR Diesel Electrics Nos. 1, 2 and 3 (the entire Southern stock of Diesels) although not all were at Martin Mill at the same time and changes were made later. The only other type of motive power (apart from the steam experiment - see later) was a Wickham Trolley. Some high jinks resulted in derailment of the latter plus a soldier with a broken thigh. Intervention by authority put an end to such capers.

Although it appears likely that, on two separate occasions, a C class 0-6-0 and an N class 2-6-0 worked as far as Decoy Junction, steam locomotives were not generally used for fear of giving positions away to the enemy. However, there was one memorable occasion! Sapper Peter Kalla-Bishop was on hand to witness the experiment and the following colourful extract is from his book *Locomotives at War*:

"A trial was made using steam locomotives to haul a gun and ammunition wagon. Two of the diesels brought this train out of Guston Tunnel and put it in the M.M.M.R. yard at Martin Mill. Then two 'Dean Goods' 0-6-0s arrived from the Canterbury detachment, W.D. 180 and 197 (ex-G.W.R. 2514 and 2540). These were two of the class that had been fitted with condensing pannier tanks along the boiler, for nobody wished that the position of the gun should be given away by puffs of smoke and steam from the engine. One of these locomotives took up a position on the



buffer stops and a diesel locomotive backed the gun train down on to it, the diesel then departing to let the second steam locomotive couple up at the head of the train. Away the engines went out of the yard to accelerate into the first dip with a lot of brisk G.W.R. fuss. Then they hit a gradient of, it is supposed, 1 in 50 or so and slowed, slowed more and finally stuck about a hundred yards from the

summit. Ten minutes of slipping and struggling followed as they tried to re-start in vein, but in the end the train was brought back down the gradient and into the yard once more.

Nothing daunted, the steam men had another try after they had built up boiler pressure, accelerating away into the dip as hard as they

could go. They stuck again on the gradient, perhaps twenty yards farther forward. By that time the water in the condensing tanks was hot and steam was going straight through them. Even worse, the surplus steam passed down the tank overflow pipes to discharge just above the rails, on which it then condensed to give a good slippery surface. There was more struggling to re-start, with the result that the whole train was enveloped in an immense cloud of steam. Eventually, the steam locomotives brought the train back into the yard and, just for the record, two S.R. diesels ran it up to R.D.F. Junction and back. Who started the exercise I do not know, but such Royal Marines as were present looked pretty amazed at the proceedings. In any case, after the first gradient that defeated the steam locomotives the M.M.M.R. had others just as bad."

The MMR was worked under Military Railway Rules and signalling was by Military Flagboards. All personnel were ex-civilian railwaymen. Blockposts were provided at Martin Mill, RDF and Decoy Junction but when the land guns were in operation, the lines beyond the junction were closed. Movements of rail guns both on the SR and MMR were made with a diesel locomotive at each end particularly because of the gradients on the latter. The locomotives were not continuous-brake fitted but the gun mountings had hand brakes and, later, air brakes. Locomotives were initially maintained in the open at Martin Mill although a one-line locomotive shed (a giant nissan hut) and pit was later installed in 1942. As no instruction manuals were available, servicing appeared to be much on a hit-and-miss basis. It was easy to dismantle the thing but putting it together was a very different matter indeed! Other rolling stock included a number of French railway vans on hire, a prototype "Warflat" tank carrying wagon, one SR Bogie Brake Van plus three other vehicles which were half brake/half wagon ex-Folkestone Harbour Branch.

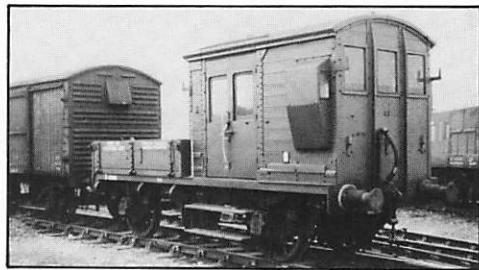
In addition, Sceneshifter, Piecemaker and Gladiator had their own support trains of 14/15 vehicles.

Following the end of the War in 1945, the land and rail guns were eventually withdrawn from service. A barrel from Bochebuster is currently on display in Woolwich Artillery Museum and at least one rail gun mounting was converted to carry a nuclear flask prior to the building of dedicated vehicles for that purpose. The patient observer can, with a little difficulty, trace the routes of the MMR beyond RDF and Decoy

Junctions and the sites of the land guns are readily identifiable. Public footpaths pass through Winnie and Bruce; a short length of two foot gauge track and loop survives at the latter adjacent to the erstwhile shell store. Part of the foundations of the shed at Martin Mill can be found, together with the remains of a gantry, although the pit has been filled. The military extension lines were lifted in 1946 but the track of the original Pearson section of the MMR was in-situ until about 1952.

Norman Johnson

(Concluded.)



Hybrid brake van on the Folkestone Harbour branch, as used on the M.M.M.R. Note tender chassis with centre wheels removed. 1960. (Peter Hay)

Acknowledgements

During the preparation of this article, reference was made to the following publications:

After the Battle Issue No. 29 – "The Kentish Heavies" by John Reed.
Railways South East Volume 2 No. 1 – "The Railway Guns in Kent" by David G. Collyer.
Industrial Railway Record [Magazine of the Industrial Railway Society] Issue No. 63 – "The Martin Mill Railway" by C. G. Down.
South Coast Railways – Ashford to Dover by Mitchell and Smith [Middleton Press].

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 Finally, Harold W. Sneller, historian of Dover and expert on local affairs who put much information at my disposal, patiently answered numerous questions and, from time to time, enabled me to differentiate between fact and local folk-lore.

the White Hart

NEWENDEN, KENT



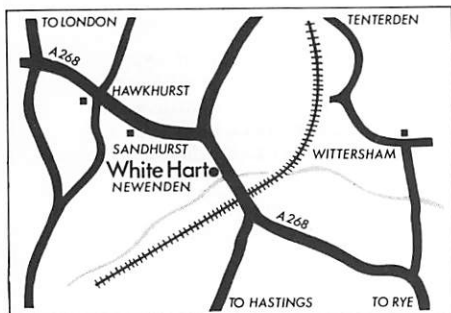
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