



# The Tenterden Terrier



Number 6

Spring 1975



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

# The Tenterden Railway Company Limited

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S.B. Green, Tenterden Town Station, Tenterden, Kent. TN30 6HE.

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## ADDRESS FOR GENERAL CORRESPONDENCE

Tenterden Town Station,  
Tenterden, Kent. TN30 6HE.  
Tenterden (05806) 2943

## TELEPHONE NUMBER

*Editor of 'The Tenterden Terrier'*  
*and editorial office*

*Assistant editors*

P.D. Shaw, 10 Daska House, 234 Kings Road,  
Chelsea, London S.W.3 5UA. Telephone 01 352 8841  
S.R. Garrett, M.U. Yonge

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## Editorial

### SEVENTY-FIFTH ANNIVERSARY

"After years of waiting Tenterden is at last able to boast a railway station" wrote a local commentator just before the opening of the line on 2nd April 1900 "which should stand for so much in the way of progress". The revived Kent & East Sussex Railway reopened after 13 years of waiting and we enter 1975 with a successful first season behind us, income up to a satisfactory level and nearly 38,000 passengers carried. In addition to the scheduled weekend service trains we have had a wine and dine special, Christmas 'santa' specials, a wedding reception and several film contracts. All these facilities have been provided by the voluntary efforts of the members of our company and in addition a start has been made on renewing a further section of track towards Wittersham. We still have many bridges to cross before trains can once again run to Bodiam, but our low operating expenses should stand us in good stead in times of crisis. Our new shed at Rolvenden will provide the badly needed facilities for maintaining the locomotives and rolling stock, which we have lacked for so long. Britain's first light railway will carry on business in 1975 in the true enterprising spirit of Colonel Stephens by providing what the public wants, giving value for money and keeping running costs to a minimum. Support the local line!



## FRONT COVER

*FIRST PRIZE in our photographic competition under Category A was awarded to Chris Mitchell for photograph of No 3 'Bodiam' rounding one of the sharp curves between Rolvenden and Tenterden.*

Included in this issue are some photographs of the Railway taken before the last war. The Editor would be pleased to see any pre-war photographs of the line for possible inclusion in the magazine and for exhibition purposes later on in the year.

# Operating Notes

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Compiled by Mark Yonge

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## Locomotives

Mike Hart reports that progress on Sutton (No 10) has been delayed. This has been primarily because much effort has been put into expanding the workshop facilities at Rolvenden. Nevertheless, tubing has restarted and should be complete by the Spring. A completely new smokebox front has been manufactured and the air brakes have been riped and converted to the straight air brake system. Another reason for the delay has been the discovery of a large amount of corrosion and considerable replating has been carried out on the side tanks, cab and bunker and it is planned to use Sutton regularly when this work is complete.

The bunker height on Maunsell (No 22) has been extended and other cab modifications carried out to increase the coaling capacity. This will allow the locomotive to run a full day's service without coaling and the work has included the addition of a level gear handbrake assembly from an S.R. 4 COR electric unit. In addition, the crossheads have been remettled and the motion examined. The pistons and piston valves have been stripped down, examined and reassembled. By the time these notes appear, it is expected that Arthur (No 17) will have travelled to Northiam and pushed the B.T.H. Diesel (No 16) on to Bodiam. This is to allow access by a crane which will remove the engine and generator, reducing the overall weight so that the locomotive may be returned to Rolvenden for overhaul at some future date. Arthur will bring one of the Maunsell coaches from Northiam on the return journey so that repairs may commence at Rolvenden.

The R.S.H. saddletank (No 56) was tested in early January and ran from Rolvenden to Tenterden and back with a permanent way train. A reduction in the coal and water capacity has brought the locomotive within our weight restrictions and Mike Hart reports that he is very impressed with the performance.

The locomotive shed is now complete and is a very valuable addition to repair facilities in Rolvenden yard. We are grateful to John Buckland of Newhaven for supplying and erecting the shed at a most competitive rate. We would also like to thank Doug Colvin and Kevin Heasman who helped to build the inspection pit, which is constructed of load bearing brickwork. It is also intended to construct a pit on the second road when the locomotive shed is extended and when funds permit.

Dave Dine reports that the 5 ton Smith crane has been repainted in yellow with black chevrons on the back, which apart from giving a very smart appearance, considerably improves its visibility. We are grateful to Les Blewitt who did the bulk of painting on the crane. The bunker extensions and buffer beam on Maunsell have been painted and the figure No 22, painted on the buffer beam, enhances the appearance of this locomotive.

Preparation for repainting Sutton is under way and finishing will be carried out after completion of the mechanical work. A formal painting schedule and lining specification has been formulated by Dave Dine and it is intended that this will be adhered to in the future.

## Carriage and Wagon

Rodney Packham reports that the S.R. Goods Brake has been fully restored, repainted, given a new floor and been lettered out as follows — 'No 103 (not in common use)'. The vehicle has been painted in a non-standard green livery and is equipped with jacks, packing and other tools for use as a breakdown van.

Coach No 57 which is currently being used by the Signals and Telecommunications department, is being repainted externally and damaged panels are being replaced.

The BSOs, currently in use, are having their toilet facilities fully decorated and renovated in readiness for the 1975 season.

## Permanent Way and Clearance

Derek Dunlavy reports that he and his helpers have resleeped 300 yards of track on the Wittersham side of Newmill Channel bridge. Work has also commenced on extending the line from the limit of operation to 'Popes Cottage' permanent way hut. The board has budgeted for materials to extend operations to New Mill Channel and it is hoped that this may be achieved in 1975. The basic plan is to use wooden sleepers to Popes Cottage and then wooden sleepers and concrete blocks alternately from there to New Mill bridge.

Gordon Laming reports that he and his helpers have started to put a new loop in at Wittersham Road. At this stage, the work is largely preparatory and involves the total removal of the platform and permanent way hut. The spoil used to construct the platform will be used again for a new one and the permanent way hut will

be moved some 50 yards further away where a convenient concrete floor already exists.

Just west of the present limit of operation a small earth slip has been checked by the erection of a rail and sleeper retaining wall.

John Miller reports that he and his helpers will have cleared 4 feet each side of the sleeper length all the way to Wittersham Road by the Spring. Work has also started on the operating section to clear odd branches and bushes which are fouling the loading gauge.

The clearance branch is producing a duplicated information sheet for present and new members. The idea of this is to co-ordinate effort in one direction by listing job priorities, who to report to and what clearance involves.

#### Signals and Telecommunications

Nick Blake reports that the L.B.S.C.R. crossing keepers hut at Cranbrook Road is now complete, having been repainted and tiled. Most of the winter months have been spent on general maintenance and signal painting. Future signalling requirements for the line have been discussed with the D.O.E. Railway Inspectorate and a full report on their recommendations will appear in the July issue.

Once again, Nick appeals urgently for volunteers to man the level crossing at Cranbrook Road on a rota basis of once every 6-10 weeks. This is light work that would suit less active members and transport can be arranged from most parts of Kent and South London.

#### Catering

Terence Mann reports that the department has had an excellent season of profitable sales. The 'wine and dine' train in August was an experiment that proved to be well worth the effort and it is hoped to repeat the operation in 1975.

The 'Santa Special' trains which ran in December, were fully booked and passengers enjoyed coffee and mince pies during the journeys.

Mrs Wiggins organised a ploughmans lunch in September in the buffet car at Tenterden and raised £50 for the railway. She hopes to repeat the function in 1975 and to hold it on the move rather than in the siding at Tenterden. We would also like to thank Mrs Lawrie and her staff for all the effort they have put in on the catering side.

#### General Acknowledgements

We would like to extend our thanks to Robin Buxton who was a great success as Father Christmas on the Santa Specials. Apparently no

child was missed on all the fully loaded trains and he spoke to every child before each journey was completed.

#### I HAVE RAISED £1500 FOR THE KENT & EAST SUSSEX RAILWAY

but I am unable to continue with the good work. If anyone is prepared to take over from me the task of collecting and selling of back numbers of 'Model Engineer' they can make a really positive contribution to the funds of the Kent & East Sussex Railway. The work is not onerous and might even suit a retired person.

Please contact Mr D M Randall,  
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# The Kent & East Sussex Locomotive Trust

## An analysis of its achievements and current objectives

The Kent & East Sussex Locomotive Trust was formed in 1963 by a section of the Preservation Society membership, with the object of acquiring locomotives and rolling stock for use when the Railway reopened. In retrospect, some of the earlier acquisitions were of more aesthetical interest than practical value to the Railway, but as they were generally either donated or acquired for small sums, the drain on resources was comparatively small. Furthermore, during the long years of inactivity when no trains could run on the Kent & East Sussex, these relics provided the nucleus of a museum at Rolvenden to which a large number of visitors paid to come and see.

The Trust's first acquisition in 1963, was the 0-4-0 Manning Wardle/Sentinel 'Gervase' and was also the first locomotive to arrive at Rolvenden after the Preservation Society had occupied the site. Soon after this, two industrial 0-6-0's 'Hastings' and 'Charwelton' arrived. The former locomotive was built in 1888 and is one of the earliest Hunslet's still in existence; the latter is a Manning Wardle built in 1917 and may in due course haul passenger trains on the line. Items of rolling stock acquired include a 70 year old L&SWR tricomposite coach now undergoing restoration prior to entering service, four goods wagons, a SE&CR brake van, two Wickham trollies and a four-wheeled coach built by the L&NWR in 1913 for the North London line. This latter vehicle has become very popular with film companies, although it has not so far seen service in normal passenger trains. The goods wagons and brake van have been in regular use throughout the year.

In 1968 the Trust acquired its most important locomotives. These are the two USA class 0-6-0's 'Maunsell' and 'Wainwright' built in 1942 and rescued in the nick of time from Tonbridge motive power depot where they had been temporarily stored prior to intended despatch to the South Wales scrapyards. The most recent acquisition is a Maunsell restriction one coach which was delivered to the Railway shortly before the Robertsbridge connection was severed in 1971.

Throughout most of the spring and summer of last year 'Maunsell' provided the mainstay of motive power on Sunday passenger services and proved itself capable of hauling four coach trains up the Bank with ease. During the winter, modifications were carried out to the bunker to

obviate the necessity for coaling twice daily and at the same time various bearings were replaced. This will enable the locomotive to resume service in the Spring of 1975.

For the future, whilst it is not impossible that the Trust will purchase further steam locomotives, rapidly increasing prices make it more probable that effort will be concentrated on providing specialised rail wagons, coaches and a diesel shunter. In this way the Trust can relieve the Tenterden Railway Company of additional financial burdens and at the same time ease the work load of those who keep the Railway running.

Membership of the Trust is based on a subscription of £10 which may be contributed in a lump sum or over a period of years. Upon reaching the qualifying sum, the person becomes part owner of the Trust's assets and is entitled to vote at general meetings. He is, however, still required to contribute a minimum annual amount of £1 in order to keep his membership alive.

The Kent & East Sussex Locomotive Trust gives anyone who is interested in the success of the Kent & East Sussex Railway an opportunity to become directly involved in the purchase of equipment for use on the line. Why not join now?

**Graham Pattison**

*Further details of the Trust's activities can be obtained from either Colin Edwards or Graham Pattison, one or other of whom is usually at the Railway at weekends. Postal donations may be sent to the Treasurer, Kent & East Sussex Locomotive Trust, Tenterden Town Station, Tenterden, Kent.*



*'Maunsell'*

*[Photo Chris Mitchell]*



# Preservation and Conservation

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"How jocund is the whistle of the ancient engine as it goes butting along beneath its nave of trees". So wrote Hamilton Ellis of the prewar Kent & East Sussex Railway; but you would have to be about fifty years old to know what he was talking about. H A Vallance's article in the "Railway Magazine" for February 1935 provides the answer, but nowhere else that I know of.

All Colonel Stephens lines had character and the K.&E.S.R. was at its most colourful in prewar days. Mr Austen's policy of doing up the best of the locomotives and rolling stock and discarding the rest was taken at a pace commensurate with that of the railway, but when the line came under Government control at the outbreak of war, things were different. The old junk was swept ruthlessly away, and if they were short of a suitable locomotive, they just borrowed one from the Southern.

I first visited the railway on 11th August 1937, and as I alighted from the S.R. train at Headcorn I felt momentary disappointment at not seeing a steam train at the adjoining platform; but this soon vanished as I realised I was about to experience something that would almost certainly never come my way again — a ride in one of Colonel Stephens' famous (or infamous!) back-to-back railbuses. As it turned out, I rode in both of them; the K.&E.S.R. always regarded the Headcorn Extension as a separate piece of line and it was necessary to change at Tenterden for the Rother Valley section. Anyway, there it was, the Shefflex set, No 2, in dull brown livery, a few doors open and fewer passengers. The "Headcorn Extension" meandered through the fields, pleasantly rural enough but not really getting anywhere and eventually after negotiating at the tunnel I was dropped at Tenterden, there to find Ford set No 1 waiting to depart for Robertsbridge, and looking a bit smarter in black livery. There was not much comfort in either set-hard seats, a pervading smell of petrol, but most noticeably the raucous engine noise overlying the very leisurely "clickety-click"; this was particularly the case with the Shefflex set but the Ford was a bit quieter. To me, a casual traveller out to savour the delights of light railway transport, it was something unforgettable that I was glad to experience, but I wouldn't have liked to endure it daily; no wonder they lost passenger business. After a break of journey on the return trip, to inspect the stock lying around at Rolvenden, I was glad to complete the rest of the trip in a reasonable coach behind steam in the shape of Terrier No 3, nice and clean.

The section of line across the Rother Levels

between Wittersham Road, Northiam and towards Bodiam was bordered on each side by willows and poplars, forming an avenue of incredible beauty . . . the "nave of trees" of Hamilton Ellis. (The nearest approach to this that I know is the avenue of poplars stretching from Burton Joyce station on the Nottingham-Lincoln line down to the Trent.) The better views obtainable from the railbus windows more than compensated for the discomfort.

On 24th September 1946 I paid another visit to the railway; but it was not the same. The motive power was Southern 2678 (with Adams chimney), the Rolvenden relics had all gone, and so had the avenue; my log reads "Avenue of trees Wittersham to Northiam nearly all gone; a few left each side of Bodiam". How anyone could cut down such beauty in cold blood is beyond me, and it completely spoiled my trip; but for anyone who had not known of this past glory, it was still a very pleasant ride. En route we picked up twenty wagons on the trip from Rolvenden to Robertsbridge, and 56 passengers (4 at Rolvenden, 12 at Bodiam and 40 at Junction Rd) this of course being the hop-picking season.

It was not until 1969 that I was able to have another look at the railway. I walked the Tenterden-Rolvenden section, by then pretty free of weeds, and then had a go at the section towards Bodiam; pretty rough it was too, but not impossible to restore, by any means. Most preservation lines could benefit by having an objective for the trip and for the K.&E.S.R. it is Bodiam Castle, a picturesque ruin so handy for the station. A run from Tenterden to Bodiam would be a real attraction. So let's aim for that; but in doing so, let us avoid the mistake of another preservation body, who brought on their heads a great weight of local criticism by their wanton destruction of hundreds of mature trees, reducing a glorious wooded glade to a barren vista of rotting stumps.

With the former "nave of trees" in mind, may I end with a plea; let preservation apply not only to the railway equipment, but to the natural beauties of the lineside. Many passengers will be as much attracted by that as by the rolling stock. Trim the hedges, lop the branches, yes; but please do not cut everything down to sleeper level, leaving a bare and featureless trackbed. The K.&E.S.R. we would like to see retained should appeal to all who like the countryside.

**Eric Tonks**

# "The Handsome Hunslets"

Handsome or ugly is a matter of personal taste, but it cannot be disputed that the Hunslet Austerities rank among the all time classics. Their origins were mundane in the extreme, but from a simple industrial design has emanated a robust machine which has provided shunting, freight and passenger power both at home and abroad for the last 30 years.

The Austerities evolved from a wartime Ministry of Supply specification for a powerful, easily maintained and cheaply constructed shunting and short haul freight locomotive, for use in Europe and in military and port establishments at home. Power requirements were that the locomotive should be able to start 1100 ton trains on level track, 550 ton trains on a 1 in 100 gradient and 300 ton trains on a 1 in 50 gradient.

The M.O.S. conference called to discuss the specification at first examined the possibility of adapting an existing design and the L.M.S. standard 3F or 'Jinty' was considered. Robin Riddles, incidentally, is often credited with designing the Austerities and it is assumed that he chaired the design conference. This may also explain why the 'Jinty' was considered at all, as Riddles was, of course, an L.M.S. man. Although the 'Jinty' complied with the specification in many respects, it was eventually rejected on grounds of production costs, possible maintenance difficulties and length of wheelbase.

Eventually, at the suggestion of Edgar Alcock, Managing Director of the Hunslet Engine Company, a development of their 16" cylinder standard six coupled saddle tank was examined and subsequently adopted in modified form. The 16" Hunslet had been introduced back in 1923, but in 1941 Stewarts and Lloyds ordered three examples of an enlargement of this type for heavy duties in their Northamptonshire ironstone quarries. They had 4'0½" wheels, 18" x 26" cylinders and 170 lbs per square inch boiler pressure. Weighing 49 tons in working order, they had deep buffer beams reaching nearly to rail level and small, tapered coal bunkers. In essence, a well tried design, they were immediately successful and it was from these locomotives that the M.O.S. developed the Austerities. Fortunately, one of these prototypes, 'Gunby' survives at Chappel on the Stour Valley Railway, where the basic similarity with the multitude of the progeny can be readily seen.

The design was revised for rapid and cheap construction with a working life of 1-2 years in mind. Much use was to be made of welding and fabricating, castings were to be kept to a minimum and the use of imported metals

avoided if at all possible. The wheels were to be steel castings, in one piece and without detachable tyres and with the diameter increased to 4'3". The existing wheelbase was retained and all three axles were equally loaded at just over 16 tons, to permit useful route availability coupled with adequate adhesion for the tractive effort of 23,870 lb. Firebox and stays were to be of steel, although a suggestion that the main bearings should be steel castings was never put into practice. Bunker capacity was increased by an extension over the rear buffer beam and with a saddle tank and high set running plate, accessibility to the inside Stephenson motion was of high order.

In July 1942, the first production locomotive was delivered to Longmoor, given the W.D. number 5000 and immediately put to work for evaluation purposes. A further three locomotives were delivered for use at Longmoor and subsequent production machines were sent to other locations in the U.K. and overseas. They were completely satisfactory, proving to be strong, free steaming and fully up to the specified performance. Requirements for the Austerities far outstripped Hunslet's production capacity and Andrew Barclay, W Bagnall, Hudswell Clarke, Robert Stephenson and Vulcan Foundry also built them, a total of 150 having been delivered by 1945. After hostilities ceased many were disposed of to industrial concerns, where their popularity ensured a continued demand for new locomotives and by the time the final order had been completed in 1964 a total of 484 Austerities had been built. Among the industrial users of the type, the N.C.B. owned the majority and were responsible for the final order in 1964.

The L.N.E.R. purchased 75 war surplus Austerities, designating them class J94. British Railways later gave them the power classification 4F and although generally used for shunting duties in the North East, two or three of them took the limelight in the early 1960's by providing super power for the Cromford and High Peak line, where they replaced the ancient North London tanks.

The post war production locomotives were endowed with many refinements to further improve their availability, longevity and performance, including such items as tyred wheels, copper fireboxes, giesl ejectors and Hunslet producer gas systems for smokeless operation.

Perhaps the best known group of Austerities were those delivered to the W.D. as war reserve stock in 1953/54. Numbered from 190 to 203 and initially stored at Longmoor, they were phased

into service over the next few years, some remaining at Longmoor to be painted in the standard blue livery, where they replaced a batch of 1945 built Austerities named after World War 2 transport operations. Others of this group were deployed at Bicester, Long Marston, Shoeburyness and several smaller depots. It was in 1967 that number 196 was transferred to Longmoor from Bicester and on 8th January 1968 it was renamed 'Errol Lonsdale' by Mrs Lonsdale, wife of the then Transport Officer in Chief. General Lonsdale has maintained an interest in number 196 since its transfer to the K.&E.S.R. in 1970 and has made arrangements for the nameplates, which are still Army property, to be available for replacement on the locomotive when it eventually enters service. It is hoped that Mrs Lonsdale will be kind enough to re-dedicate the nameplates at a suitable ceremony later this year.

Apart from number 196, engines in the 'war reserve' group lost the first digit from their numbers during the late 1960's when the W.D. motive power suffered drastic rationalisation. Number 95 is now on the K.&E.S.R. having seen service at Bicester, where it wore the name 'Sapper', before transfer to Longmoor and then Shoeburyness, prior to disposal. Number 91 is also on the K.&E.S.R. and entered service last summer after minor repairs and repainting in standard green livery; it still bears the Royal Corps of Transport crests which were attached to the cab sides at Shoeburyness. All W.D. engines carried a log book and that on number 91 reads as follows — 'Delivered to Longmoor for storage in 1953, put into service at Bicester 1956, generally repaired 1957/58, then stored at No 1 Engineers Supply Depot, Long Marston, before transfer to No 1 Railway Group R.C.T. at Shoeburyness, in December 1967. The engine did little work at Shoeburyness and was

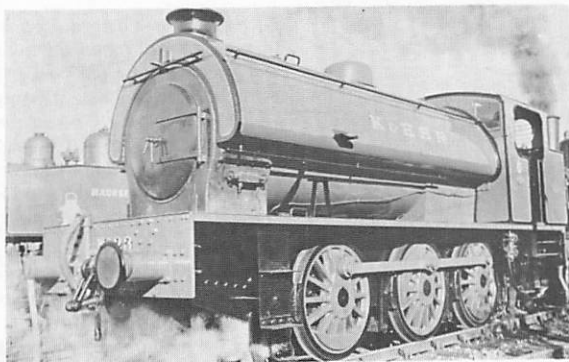
transferred to Rolvenden on 4th February 1972. This is typical of the W.D. utilisation of this group of engines, hence the ready disposal of the survivors to various preservation groups, where it is expected that they will give good service until the next century.

Being of post war construction, these engines have copper fireboxes, tyred wheels, vacuum/steam combination brakes and number 91, at least, has a connection for a steam operated tube cleaner. Other survivors are number 90 on the Colne Valley Railway, number 93 on the Severn Valley Railway and number 94 on the Lakeside and Haverthwaite Railway. The Army retains 3 engines for open days and special trips. They are number 92 'Waggoner' on charge to Shoeburyness but presently stabled to Marchwood, number 97 'The Sapper' at Bicester and number 98 'Royal Engineer' at Long Marston.

No review of the Austerities would be complete without the mention of W.D. number 118 'Brussels'. Built by Hudswell Clarke in 1945, this engine was selected for rebuilding, as late as 1958, to W.D. war standard specification. This specification included oil firing, Westinghouse brakes, electric lighting and many detail improvements but 'Brussels' was the only locomotive to which it was carried out. 'Brussels' is now regularly at work on the Keighley & Worth Valley Railway where, after much trial and error, the loco department has succeeded in adjusting the oil firing to give an impressive performance.

In conclusion, a plea for the appearance of the Austerities, surely a cleaner, neater and more purposeful design would be hard to achieve and whereas no one would claim them to be pretty, perhaps the term handsome would be appropriate.

Peter Davis



*Hunslet 'Austerity'  
No 91, now  
K.&E.S.R. No 23,  
at Rolvenden in 1974*

*[Photo  
Chris Mitchell]*

# Re-Sleeping to Wittersham

Photographs by Chris Mitchell



Immediately prior to nationalisation in 1948, the Kent & East Sussex Light Railway Company had been working its way from Headcorn to Robertsbridge, replacing the ex S.E.R. 85lb/yd reversible rail with S.R. 95lb/yd bullhead rail. This had reached our present limit of operations when the line was nationalised and B.R. continued, using a mixture of S.E.C.R. 91½lb/yd bullhead rail and S.R. 95lb/yd bullhead rail obtained from the Elham Valley line, which was lifted about that time. Elham Valley sleepers were also used, some of which were wood and others steel of the Workington type.

The distance from the present limit of operation to Wittersham Road is approximately 1½ miles. The first section to the New Mill Channel Bridge is laid with 91½lb/yd rail and requires 1650 sleepers, whilst that from New Mill to Wittersham is on 95lb/yd rail and requires 2350 sleepers. All the existing wooden sleepers are completely useless but the metal ones are still servicable and a further 1200 were purchased when the Junction Road to Robertsbridge section was lifted.

The first stage of the re-sleeping has already been started. Metal sleepers are only suitable for 95lb/yd rail and can only be laid on curves with difficulty. Work is therefore being concentrated on the straights between New Mill and Wittersham which will require 1100 metal sleepers of which 300 have already been laid. Although re-sleeping on isolated sections separated from the operational railway may sound strange, it can be achieved without any additional expense to the company at a time when finance is tight and there will also be some practical advantages of linking Wittersham with the New Mill Bridge.

Wittersham will be required, in due course, as a storage area for materials to rebuild the bridge and also as a concrete sleeper factory. Second hand wooden sleepers presently cost £3 each and are in short supply. To replace the remaining sections of track to Wittersham with the necessary 2900 wooden sleepers would cost £8700 at present prices and we are therefore looking at less expensive alternatives.

The most promising idea is to manufacture concrete 'pots' or blocks rather like the stone setts used on horse drawn tramways. These would alternate between wooden sleepers and hence halve our sleeper requirements. The

Southern Railway used such an arrangement in sidings quite satisfactorily, but only with 95lb/yd rail and so although we may be able to obtain some second hand materials we shall also have to consider making our own. Under the guidance of Bob Jones, a prototype batch of pots will be produced by the recently formed concrete sleeper branch of the permanent way department and laid at the present limit of operation to assess their suitability. The design is dual purpose, suitable for both 91½lb/yd and 95lb/yd rail and if successful they will be produced in quantity using Wittersham Road Station yard as a base. The next step will be to design and produce a concrete sleeper which can be used alternately with pots, thereby entirely eliminating wooden sleepers.

The possibility of acquiring second hand concrete materials has already been mentioned. When sidings are lifted concrete pots are usually left behind and a number of sites are being investigated at the moment. Concrete sleepers are similarly an embarrassment to a scrap merchant, who sometimes has to go to the length of chartering ships to dump them at sea when lifting lines on which they have been used.

The modern form of pre-stressed concrete sleeper is, of course, useless to us as it is designed to take 110lb flat bottom rail but the Southern Railway used reinforced concrete sleepers with bullhead rail. These are available in large quantities but usually without chairs, which are non-standard two bolt pattern. However, supplies may become available complete with chairs in the future. The main disadvantage of concrete sleepers is that they weigh 5-6 cwt, thus involving extra time and labour in transportation and laying.

Re-sleepering railway track is always a time consuming business; on August bank holiday Monday last, for example, 8 people laid 50 sleepers which gives an idea of the effort required to lay 4000. However, as work progresses from the present limit towards New Mill bridge we can immediately extend our length of operational Railway, as the Department of the Environment has given permission to re-open up to the bridge without further inspection.

Derek Dunlavy

## From our Ticket Collection

### The Booking Clerk's Nightmare

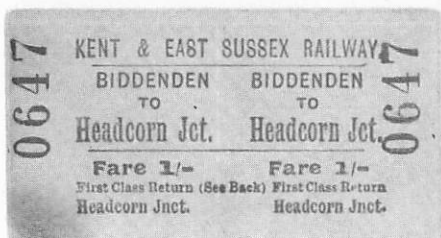
Among the ticket stocks which ultimately passed to British Railways' Audit Department when the K.&E.S.R. was nationalised was this extraordinary ticket which appears to have changed its identity half way through the printing process. Presumably the typesetter — quite possibly the railway's own printer in the notorious printing shop on Rolvenden station — was called away for a tea break (or, more likely, for something stronger) and somehow managed to complete what clearly started out as a 1st class Edmonson card single as a weird kind of return.

The heading, spread right across the ticket, is printed in the normal single ticket format, but the lower portion describes it as a return, although both halves are in the same direction. The ticket is grooved down its centre as though intended to be torn in half, but the conditions on the back are printed across the card as though for a single.

The specimen illustrated has not been issued, and bears no date, so it is not possible to tell whether any of these tickets were ever issued,

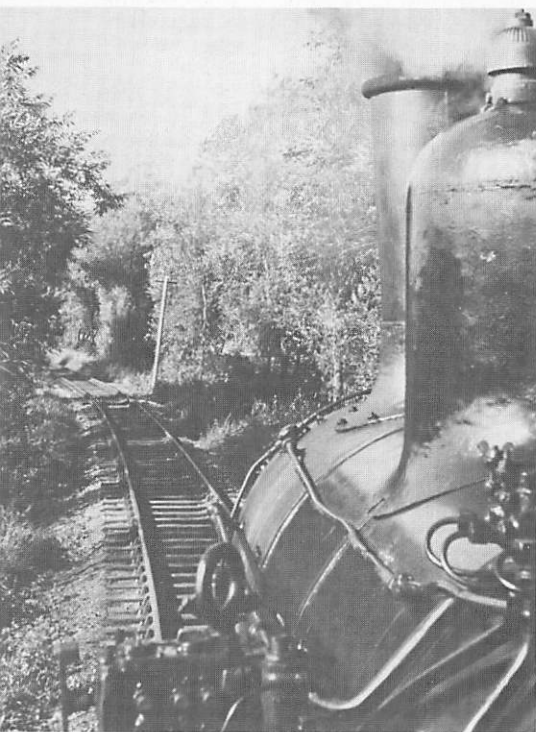
and if so, whether they were actually intended as singles or returns. If they ever reached the stage of forming part of the Biddenden ticket stocks, they must surely have presented the unfortunate booking clerk with an interesting dilemma. An error of this nature is unique in my experience of 15 years ticket collecting from all over the world, now totalling in excess of 10,000 items, but the K.&E.S.R. was always well known for the unusual, and its ticket stocks were clearly no exception to this rule.

Robin Doust



# 1974 Photographic Competition

## The Winning Entries



### 2nd A

The competition was judged by the Editors and a large number of entries was received, particularly under category A.

FIRST PRIZE under category A was awarded to Chris Mitchell, whose entry appears on the front cover. SECOND PRIZE went to Richard Halton, for a shot taken at the present limit of operation from the footplate of No 19. THIRD PRIZE was awarded to David Matthews for 'A conversation on Rolvenden platform'. The locomotive is No 19.

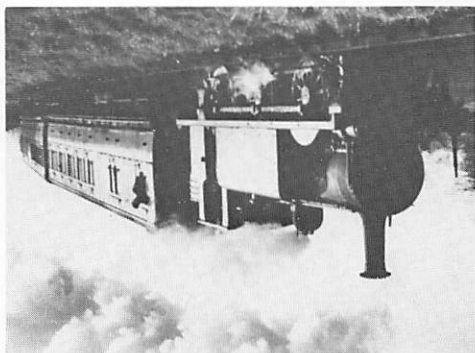


### 3rd A

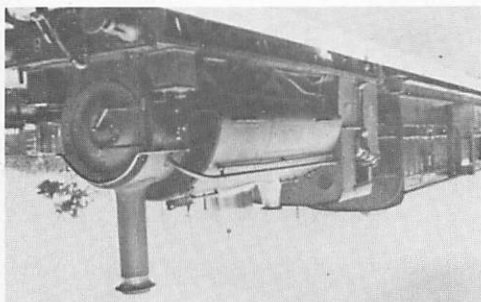
FIRST PRIZE under category B was awarded to E C Griffith for his photograph of class '01' 31065 heading a Rolvenden to Tenterden train near Tenterden in August 1953. SECOND PRIZE went to L W Rowe for a photograph taken by his brother, D T Rowe, of 'terrier' 32655 leaving Rolvenden for Tenterden on 2nd January 1954, the last day of passenger operation. THIRD PRIZE was awarded to D B Barnard for his photograph of No 8 'Hesperus' taken at Robertsbridge in 1937.



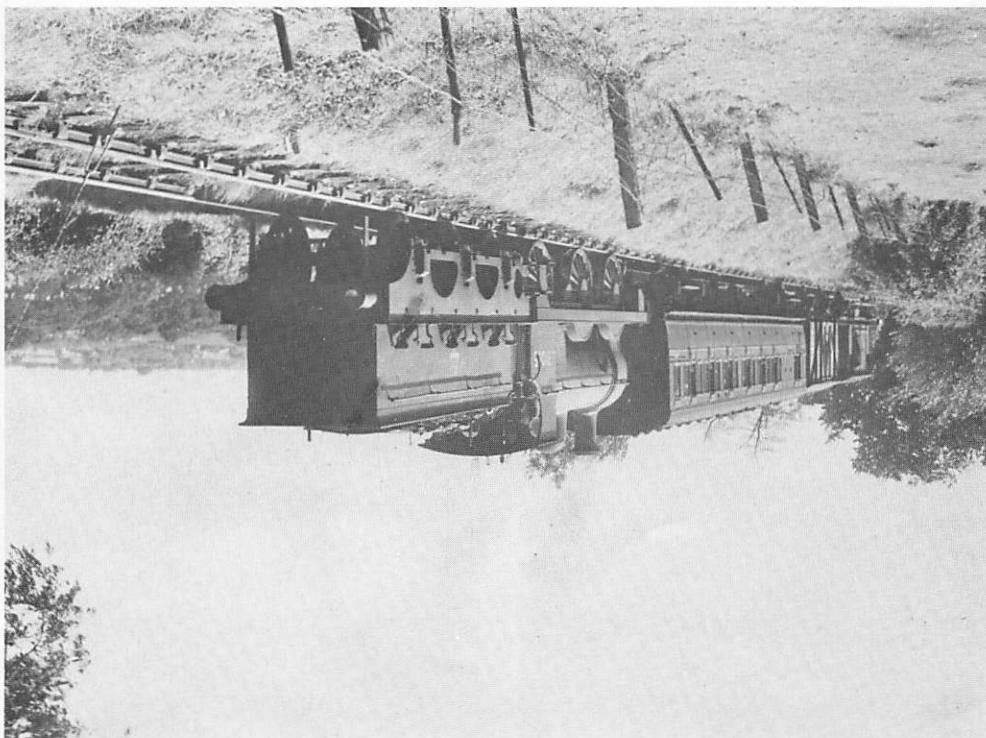
2nd B



3rd B



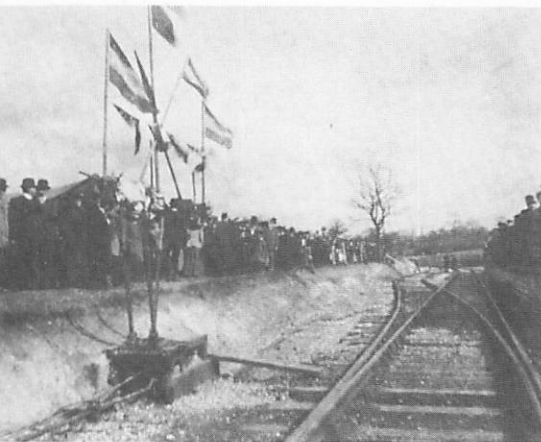
1st B





# A Memorable Occasion

The opening of Tenterden Town Station, 16th March 1903



*These unique photographs, taken on opening day, have recently been discovered and are reproduced by courtesy of Miss Ramsden. Colonel Stephens is on the extreme left in the lower left photograph.*

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*The following report of the opening ceremonies appeared in the Kent County Examiner and Ashford Chronicle for 20 March 1903.*

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## THE TENTERDEN RAILWAY

### Opening of the new station

Monday last was a gala day in Tenterden, the opening of the new town station being celebrated with the greatest enthusiasm. When the Rother Valley Light Railway Company came on the scene in 1898 and commenced to make a line from Tenterden to Robertsbridge the project was viewed with considerable disfavour because it was feared that this line would prevent the making of the long hoped for Headcorn line by the South Eastern Company. Instead therefore of being received with open arms and encouraged in every possible way the poor little railway was laughed at and treated with contempt and when the line was opened for traffic on April 2nd 1900 very little interest was taken in the event. But, time changes all things and now, after three years working it has gradually dawned on the inhabitants that the line has done an enormous amount of good for the town. During the time this line has been opened things have considerably improved in the borough, many new houses have been built and at the present time there is hardly one empty while in the summer months the influx of visitors is enormous, the only difficulty being the lack of accommodation.

The reason then for Monday's rejoicings was the opening of the new station in Coombe Field close to the High Street and within easy walking distance from the most distant parts of the parish. The extension from the old to the new station is about one and a half miles in length and meanders through the prettiest portion of the locality. It crosses the Rolvenden and Cranbrook roads by level crossings and by a rather steep gradient reaches the height of the town. The work has been carried out in a most satisfactory manner by Messrs Rigby the well-known railway contractors.

For the proceedings on Monday a large marquee had been erected in the enclosure of the new station and this was very gaily and prettily decorated. The programme was timed to commence at 12 o'clock and by that hour the greater part of the population had gathered together, such a large company having assembled as is seldom seen in the town. The band of the 2nd Vol. Batt. East Kent Regiment relieved the long period of waiting entailed by the very early assemblage of the people with some excellent selections from Bandmaster Batt.

Punctually to time the Mayor and Corporation who had assembled at the Town Hall marched to the scene of the festivities via the High Street and Brewhouse Lane. The arrival of the midday train from Robertsbridge was the first train to bring passengers into the new station and it also brought some of the important personages to the scene of the official opening ceremony. The children attending the different schools, numbering about 300, had also been taken to the old station to ride in the first train to the new.

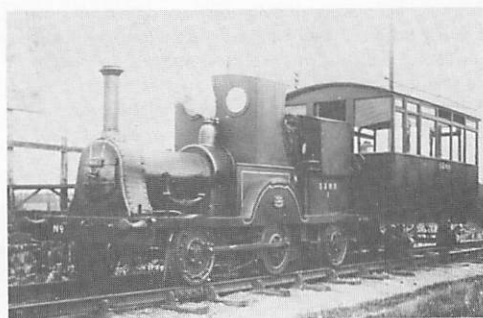
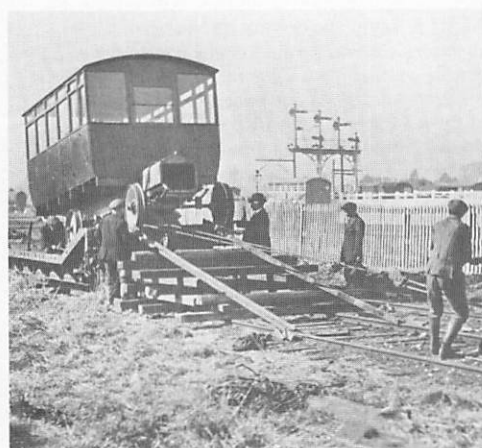
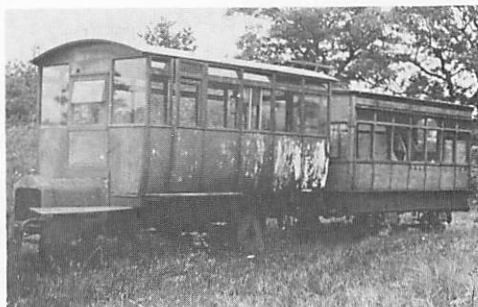
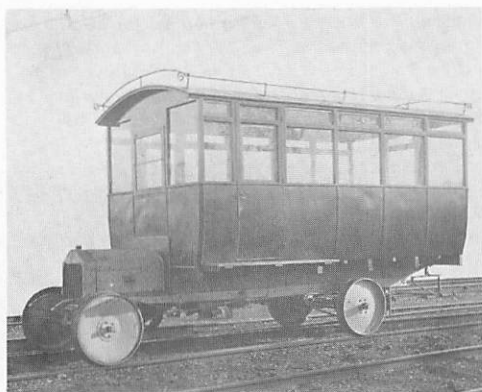
The arrival of the train was greeted with much cheering by the company. Sir Myles Fenton, director of the South Eastern and Chatham Railway, and chairman of the directors of the Rother Valley Railway; Mr H. F. Stephens, managing director of the Rother Valley Railway, and Mr F Rigby the contractor who has made the extension, having alighted proceeded to the enclosure where they were received amid cheers by the mayor. Sir Myles Fenton then declared the railway open and in the course of his speech said he trusted the town would appreciate its benefits and support the venture. For a long time they had been promised a line and now they had got one; they had had patience and everything came to those who knew how to wait. He was pleased to tell them that the extension to Headcorn was now well in hand and no doubt within two years it would be opened.

The Mayor (Mr J R Diggle) on behalf of the town welcomed the completion of this other instalment of the line to the centre of the town. He trusted it would be a great advantage to the place which was one of historic interest and natural beauty. He hoped the directors would do all they could to consider the convenience and comfort of their passengers and then he was sure they would be well supported. He also hoped the tradesmen's interests would be looked after. The Mayor very humorously dwelt on Sir Myles Fenton's remark that everything came to those who waited and suggested that perhaps if they had patience some of the directors of the company would come and build houses in the town and live among them (cheers).

Mr Albert Dixon made a few remarks as to the past history of the different railways that had been proposed for Tenterden and gave his congratulations on this one being accomplished. The proceedings closed with the National Anthem.

# Evidence in Camera

## The Wolseley-Siddeley Railbus



(Upper left) At Rolvenden  
[Photo courtesy W H Austen]

(Lower left) Unloading at Chichester  
[Photo courtesy E C Griffith]

(Upper right) At Kinnerly, circa 1934.  
The ex-LCC horse tramcar  
is shown at the rear.

[Photo courtesy Stephen Garrett]

(Lower right) Coupled to 'Gazelle' during  
the Birmingham Locomotive  
Club's visit to the Shropshire  
& Montgomeryshire in 1939  
[Photo courtesy Stephen Garrett]

It is remarkable that so much is known of the history of most of the railways run by Colonel Stephens since they left so few official records. It does happen, however, that occasionally a piece of information comes to light which throws a previously accepted 'fact' into considerable doubt. The photograph of a mystery vehicle that we published in the last issue of the 'Terrier' has led to just such a situation.

It has always been understood that the Shropshire & Montgomeryshire Railway owned a pair of Wolseley-Siddeley railbuses similar to the Ford and Shefflex units that ran on the Kent & East Sussex. It was therefore interesting to learn from Mr R W Kidner of the Oakwood Press that the vehicle shown in our photograph was in fact the chassis of one of these Wolseley-Siddeley railbuses and even more interesting to learn that he had never traced any evidence of the existence of its supposed companion. A careful search of our photographs also failed to produce any evidence of there ever being more than one Wolseley-Siddeley railbus but instead led us to the conclusion that this vehicle was an experimental prototype for all the railbuses for which the Colonel was so famous.

The photograph published in the last issue is the first episode in our story. It depicts what appears to be a large chain-driven motor car with its body removed and flanged wheels fitted for use on rails. The vehicle is a Wolseley-Siddeley and therefore built no later than 1908 but the driver's costume seems to post-date the First World War so we might presume that a car had been purchased second-hand and fitted with railway wheels to see if it could work on rails. Presumably it could because it next appears fitted with an omnibus-type body standing in the sidings at Rolvenden. The body may well have been provided by Drake & Fletcher of Maidstone from whom the first photograph was obtained or they may just have been responsible for fitting the flanged wheels, with the body being built by the Kent & East Sussex.

The next sighting of this vehicle is at Chichester where it is being unloaded for delivery to the Selsey Tramway, undoubtedly the most curious and decrepit line run by the Colonel. The photograph is not dated but a cattle van in the background is lettered L.B.S.C. so it might be presumed that at the least the scene is not set much later than the 'Grouping' of 1922. The first sighting of this vehicle to which a definite date can be put is a photograph taken at the other terminus of the Tramway at Selsey in July 1927. It is surprising that nobody has ever mentioned the

presence of an odd railbus on the Selsey Tramway but perhaps one eccentricity amongst the many that the Tramway offered could easily escape notice. It seems unlikely that this vehicle strayed away from the Tramway during the 1920s but this cannot be taken for a definite fact.

By 1934 the railbus definitely had moved for this is when Mr Kidner encountered it on the Shropshire 'in a poor state'. A photograph taken in 1936 emphasises this fact and it seems doubtful that the railbus was moved to Shropshire with a view to use as a railbus even though the S & M L R did possess an old Ford lorry with railway wheels to which it might have been coupled to provide a mixed passenger and freight service. No photographs exist of the railbus ever in use as such but the Shropshire had found an alternative use for it by 1937. The Shropshire had a mineral branch to Criggion which passed over a very weak viaduct at Shrawardine. Since 1912 passengers had been carried over this viaduct in an ex-LCC horse tramcar hauled by a minute locomotive called 'Gazelle'. Passenger services had ceased in 1933 but it was felt that 'Gazelle' could be used for inspection purposes if a suitable vehicle could be found to replace the tramcar which was no longer serviceable. Thus it was that the railbus body was transferred to the tramcar's underframe and used for inspection services until demoted to use as a permanent way hut towards the end of the Second World War.

No trace of the railbus survives today though 'Gazelle' is happily preserved at Longmoor. Looking back for an explanation of why it was thought that there were two Wolseley-Siddeleys and then seeing just how many uses were made of this one vehicle it is surprising that a whole Armada of them was not recorded. Certainly, when it came to recycling, the Colonel's railways had today's ecologists well beaten!

**Stephen Garrett**

# Personalities of the Kent and East Sussex

## 3: Harry Bateup

Harry Bateup was Stationmaster at Bodiam for 35 years and now lives in retirement at Battle. He is interviewed for this series by Philip Shaw and Mark Yonge.

- P.S. When did you join the K.&E.S.R., Harry?  
H.B. In 1919 after I came out of the forces.  
P.S. What did you do in the Great War?  
H.B. I joined the Army in 1914 as a blacksmith and was invalided out in 1916 after being severely kicked by a horse. I re-joined, this time as a telephone operator in the Royal Flying Corps.  
P.S. I believe you became Stationmaster at Bodiam; how did you get the job?  
H.B. We lived fairly near, as my father was landlord at the White Dove in Ewhurst. One of my relations worked for Mr Stephens on the Shropshire and recommended me for the post. I went to see Mr Stephens at his house at Robertsbridge and later I was told that I could have the job.  
M.Y. Who was your predecessor at Bodiam?  
H.B. They had 4 men within six months but no one would stay because the work was so hard. I stayed for 35 years until I retired in 1954. After that I became gatekeeper at Eatenden Lane near Mountfield Halt until 1961.  
P.S. What did your work involve at Bodiam?  
H.B. Apart from the normal Station duties, after about 1930 when money was tight, I became guard on some of the trains. I was always on the first train of the day leaving Bodiam for Robertsbridge at 7.25 am and then back to Bodiam. The Southern didn't issue tickets to K.&E.S. passengers at Robertsbridge and this was the Guard's job.  
M.Y. Did they have guards on the railbuses?  
H.B. Sometimes. It was quite a job if you happened to have a greasy rail on Tenterden Bank. We carried sacks of sand inside and often used two hundredweight to get up the bank — there was a small funnel beside the Driver's seat to pour it down, and if there was no guard the driver had to do it himself. In snowy or frosty weather wire brushes were fixed to the front of the buses to sweep the rail ahead.  
M.Y. Do you remember any accidents on the line?



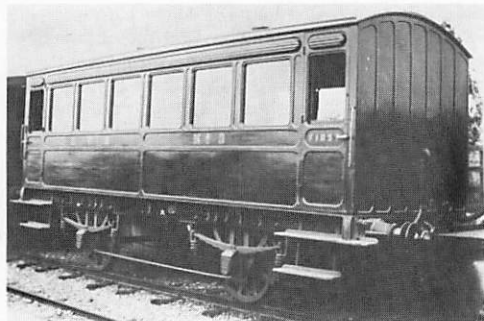
*Harry Bateup awaits the arrival of No 9 'Juno' with a mixed train from Robertsbridge on 14th March 1931.*

*[Photo H C Casserley]*

- H.B. Frequently. I remember a car running into one of the Ford's late one evening at Bodiam crossing when I was off duty. Someone from the village came and woke me up and we got another eight people as well. A wheel of the Ford had broken right off and we had to push it back into the sidings. The Colonel sent £5 to be shared amongst the helpers, but I didn't get anything, apparently that was all part of the job.  
P.S. What were the hop pickers like?  
H.B. It was quite a job loading up all their belongings and we had to have two luggage vans on each train. They packed everything in tea chests with their names marked on them. I shall never forget one occasion; a train to take hoppers back to London was due to leave at half past two and as usual at 2 o'clock somebody went over to the local to hurry them up. At the last moment an old woman arrived with a live cockerel under one arm and something else under the other. When I asked her for her ticket she threw up her skirt and pointed to a pocket in her underwear where she had put it for safe keeping. As I was fumbling for the ticket she stumbled and dropped the cockerel which flew around and into the open door of a carriage. In the end I managed to catch it for her.  
M.Y. We hope to see you again at the Railway.  
H.B. Yes, I come to Tenterden sometimes and I will look forward to that.

# The Hurst Nelson & Pickering Carriages

In its later years the Kent & East Sussex Railway was renowned for the antiquity of its carriages most of which had originally been built for the London & South Western Railway. However, in its early years the line had purchased not one but two sets of brand new carriages. The set of carriages with which the Rother Valley Railway opened its services were obtained from Hurst Nelson of Motherwell and the second set of carriages, obtained at the time of the extension to Headcorn, came from R.Y. Pickering of Wishaw who also carried out extensive alterations to the original Hurst Nelson carriages at about the same time.



*Hurst Nelson carriage No 5*

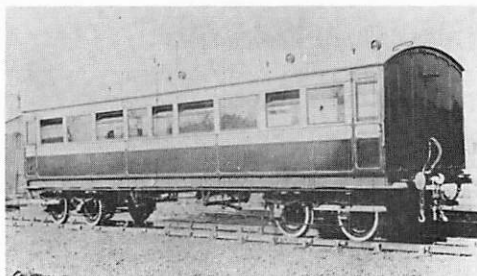
*[Photo courtesy L & G.R. Photos]*

The original carriages comprised six light four-wheeled vehicles numbered 1 to 6. Numbers 1 to 4 were third class saloons with transverse seating for 32 on wooden slatted seats. Numbers 5 and 6 were first class carriages each divided into two inter-connected compartments with seating for 28 passengers per carriage on padded benches around the perimeter of each compartment. Externally these carriages were finished smartly in varnished teak with ornate lettering and numbering. A review of the line's opening in the Kent County Examiner and Ashford Chronicle commented that 'Although not as elaborately upholstered as some of the large companies' carriages they are exceedingly light and comfortable.'

Since no accommodation was available for the guard or for luggage in the carriages themselves the line also obtained two four-wheeled brake vans. These were of much more spartan appearance than the carriages and were intended for use on both passenger and goods trains but seem to have seen very little use after 1905 when the carriages were rebuilt by Pickering into three bogie carriages with appropriate guard and luggage accommodation. At

least one of these brake vans had migrated to the Selsey Tramway when that line closed in 1935 but the fate of the other is unknown.

Before considering the carriages obtained new from Pickering it is as well to consider the later history of the original carriages. By 1905 it would seem that they were proving too light and they were sent North for conversion into bogie carriages, each of the new carriages being made up from the bodies of two of the old carriages mounted on a new underframe. Considerable alterations were made to the bodies which ended up as a brake-third, a brake-composite and an all-third but the basic idea of saloon accommodation was retained. These carriages were numbered 1, 4 and 6 respectively but it is not known which of the originals went into which of the conversions. By 1920 these carriages were looking extremely weather-beaten and few traces of the ivory and brown livery in which they were returned to the line survived. No evidence appears of their again being used in passenger service after this date but they lingered on at Rolvenden until broken up in 1935.



*Pickering all third carriage No 18, at*

*Pickering's, circa 1904*

*[Photo courtesy Stephen Garrett]*

Prior to the conversion of the original carriages three brand new carriages were obtained from Pickering. These were also bogie saloons but rather shorter than was usual for bogie stock by this date. A brake-third seating 46 was numbered 17, an all-third seating 48 was numbered 18 and a brake-composite seating 32 together with a large luggage compartment was numbered 19. Like the conversions these carriages were painted ivory and brown and presented an extremely smart appearance.

It is generally considered that the new Pickering carriages were obtained with a view to operating over the intended extension to Maidstone for their life on the Kent & East Sussex was

extremely short and this might reasonably be attributed to the failure of the extension plans. As early as 1909 Numbers 18 and 19 were sold to the newly opened Woolmer Instructional Railway in Hampshire later known as the Longmoor Military Railway. Number 19 was renumbered WIMR 7 and was used by King George V and Queen Mary when they toured the line in 1928. In 1930 this carriage was converted into a mobile workshop numbered 110 in which capacity it survived until destroyed by bombing in 1941. The other carriage was numbered 111 in 1930 and continued to carry passengers until 1942 after which its career is not recorded.

The remaining Pickering carriage left the Kent & East Sussex in 1912 for use on the East Kent Railway where it was at first used for inspection trips and then for passengers which the East Kent did not begin to carry until 1916. Although its East Kent number is unknown this vehicle was still in existence when the line was nationalised in 1948 but its condition had deteriorated so much that it was promptly scrapped by its new owners.

It is curious that the carriages sold by the

Colonel should have remained in use so much longer than those that he retained but this is largely explained by the arrival of the railcar units on the Kent & East Sussex in the 1920s and the greater suitability for mixed train working of the rugged four-wheelers from the South Western and the Great Eastern. By the time that the railcars and smaller carriages were themselves showing signs of wear it is probable that the Hurst Nelson/Pickering hybrids had spent too long in the sidings to return to traffic.

It is appropriate to note in concluding that whilst the Pickerings have long since succumbed to the breaker's torch we do at least have the South Eastern & Chatham 'Birdcage' carriages which the Longmoor Military Railway obtained at about the same time as the Pickerings went out of use. Stock from both the Kent & East Sussex and the Shropshire & Montgomeryshire saw service at Longmoor so it is a happy coincidence that stock from Longmoor can now see service on the Kent & East Sussex.

Stephen Garrett

## Letters to the Editor

### Tenterden Terrier No 5

Sir — I found the Winter edition of the 'Tenterden Terrier' extremely interesting, and must congratulate the new editor on his enterprise in producing such a wealth of new light on some fascinating aspects of the old railway company's history.

There are, however, one or two points arising out of these articles which require comment. In particular, Mr Kidner's delightful account of his visit to the railway in 1936 is slightly in error when he blames the flat bottomed rail for rough riding, since the whole of the original flat bottomed rail was replaced in the main line within a very few years of the railway's original opening. Mr Kidner would have travelled over chaired and keyed track, although he may have been misled by the sight of some of the original rail which survived in sidings only, and which remains even now at certain locations such as the yard at Bodiam.

Jack Hoad's interesting article also contains one slight error, as he claims that the driver of the train derailed in 1949 was suspended by Mr Austen. This, of course, was not possible, as the railway had been nationalised the year before, and Mr Austen was no longer responsible for

the line. The reference elsewhere in Jack's article to the loan of the railway's 'Terrier' No 3 for filming on the New Romney branch is also of interest. I wonder how many people know that No 3 had the initials S.E.&C.R. painted on a piece of canvas fixed over her rightful owner's livery in an effort to disguise her origin. This was apparently done without the knowledge or consent of the K.&E.S.R. management, and a number of people are believed to have been considerably offended when the film was released showing the engine in its false livery.

Incidentally, although the railway has, over the years, given rise to a wealth of amusing stories, many of them, no doubt, quite apocryphal, I wonder whether modern day enthusiasts have ever paused to consider what a go-ahead concern the old Company was in its day. The Ford and Shefflex railcars, for instance, may appear quaint and old fashioned to our eyes, but when they were introduced they represented a bold experiment in rail transport, and were the pioneers of the very many later generations of railcars which later became common on other railways, and certainly helped to keep alive many branch lines which would otherwise have succumbed to closure.

London, SE20.

Robin W Doust



## The Camber Tram

Sir — Following Rev. J E Anderson's article on the Camber Tram in the last issue of the 'Terrier', I thought readers might be interested in this extract from the Sussex County Magazine of April 1932. Charles F Klapper, in an article on the Rye and Camber Tram, wrote:

"It is interesting that petrol traction should now be adopted on this little railway, since the late Lt Col H F Stephens, M.Inst.C.E., who laid out the railway, designed an internal combustion locomotive for it 35 years ago. Unlike the railway, the locomotive never materialised. It was to have been fitted with a Priestman oil engine, but its designer was 30 years in advance of his time, and it is only recently that Diesel engine developments . . . have advanced to the stage of application to railway traction . . ."

I believe Mr Klapper writes with some authority, for in another article written at about the same time, he makes it quite clear that he knew Col Stephens personally, and in fact met him at Rolvenden for an official inspection of the Shefflex set.

Rye, Sussex.

John Miller

## Motor Trollies

Sir — I happened to visit Tenterden at about the same time that the photograph of the motor trolley shown on page 17 of the last Terrier came to light.

Mr C R Blair, who used to work on the K.&E.S.R., saw the photo when he visited Tenterden at about the same time. He remembered seeing the trolley and that it saw very little use. The photograph was taken at Rolvenden and the man on the trolley is the late Nelson Wood.

Finally I can do no better so start another mystery than to quote from a letter that I had from Mr Blair: "Have you ever heard of the other K.&E.S.R. motor trolley, which looked to me like a huge sausage machine stuck on a P.W. trolley? I have frequently seen this one in action, it used to be used in the latter part of the 1920's to carry milk on Sundays from Northiam to Robertsbridge, picking up also at Ewhurst farm, crossing. It was driven by the ganger in charge of the Northiam to Robertsbridge end of the line. It must have attracted considerable attention, as its progress was marked by a rapid succession of big bangs, being without a silencer. I believe it was a big 2 stroke engine of about 500cc which propelled it." Does a photograph or any other record of this vehicle exist?

Orpington, Kent.

Dr P E Waters

(See 'Evidence in Camera' on page 14 — Ed.)

## Tenterden's Largest Engine

Sir — You state that the decision to build a batch of Southern Railway locomotives (Nos A610-A629) as U class tender engines instead of K class tanks was taken as a result of the Sevenoaks accident. It is not true that this decision was taken as a result of any of the frightening behaviour of the 'Rivers' as vehicles during 1926/27.

What happened was that, between the conception of the design in the years 1914/17 and their appearance on the road in quantity during 1925/26, not only had traffic grown but modern S.R. corridor stock had replaced the S.E.&C.R. non-corridor coaches on the principal trains, so increasing the tare weights from around 200 to nearly 300 tons, and to an extent that the water capacity of these engines had become insufficient for the services they were expected to work. This had already been proven on both the Central and Eastern Sections, and would patently been even more marked on the Western Section, where journeys tended to be longer. The coming of the 'Brighton Arthurs' together with this water deficiency caused the concentration of all 21 engines of classes K and K1 on the Eastern Section services in 1927. They were then restricted to the old S.E.R. routes from Charing Cross or Cannon Street and Reading to Dover via Tonbridge and the L.C.&D.R. line from Victoria to Ashford via Swanley and Maidstone East, so it became very difficult to find sufficient locomotive workings (diagrams) suitable for so many locomotives of such limited water capacity. Therefore, the decision had already been taken to build new tender engines rather than to double the number of tanks, when the events of August 1927 caused the withdrawal of the 'River' class(es) from traffic. The results of their subsequent test performances on the Western Section and on the former G.N. main line of the L.&N.E.R. led to a natural decision to rebuild them on similar lines, from the angles of availability, safety and public relations (the 'Rolling Rivers' had acquired a bad name and the S.R. in those days was very sensitive to public opinion). Indeed, virtually the only differences were in the width of cab, height of running plate and size of splashers, all items resulting from the original tank design. The two series of new and rebuilt engines were appearing on the road together during the latter part of 1928, though the rebuilding work did delay the erection of the new engines, especially at Ashford.

Welwyn Garden City, Herts.

Arthur LI Lambert

# From the Railway Archives

## Application for wage increase, 1915

Please quote <div style="border: 1px solid black; width: 100px; height: 15px; margin: 5px 0;"></div> this reference No Pa 66142	<b>KENT &amp; EAST SUSSEX RAILWAY</b>  —:O:—      	Your reference No <div style="border: 1px solid black; width: 100px; height: 15px; margin: 5px 0;"></div>
 Memo from Biddenden Station		
Sir,	Increase of Wages	To H F Stephens Esq Managing Director
<p>I beg to apply for an increase of wages. I have now been at this station over two years on the same salary and have also had the supervision of Frittenden Road in addition and of course as you are no doubt aware things are very dear at present in the way of living.</p> <p>I should therefore esteem it a great favour if you could grant my application for this increase of wages,</p>		
<p>Yours obediently Chas. Palmer.</p>		

Please quote <div style="border: 1px solid black; width: 100px; height: 15px; margin: 5px 0;"></div> this reference No A 72391	<b>KENT &amp; EAST SUSSEX RAILWAY</b>  —:O:—      	Your reference No <div style="border: 1px solid black; width: 100px; height: 15px; margin: 5px 0; text-align: center;">Pa 66142</div>
 Memo from Kent & East Sussex Railway Tonbridge		
	Increase of Wages	To Mr Palmer Biddenden
<p>Your letter of the 31st ulto. As the traffic is decreasing very fast, I regret I can only give you an advance of 1/- per week which will commence this week. It's a bad time to ask for rises.</p>		
<p>H F Stephens</p>		

Please quote <div style="border: 1px solid black; width: 100px; height: 15px; margin: 5px 0;"></div> this reference No Pa 66142	<b>KENT &amp; EAST SUSSEX RAILWAY</b>  —:O:—      	Your reference No <div style="border: 1px solid black; width: 100px; height: 15px; margin: 5px 0; text-align: center;">A 72391</div>
 Memo from Biddenden Station		
	Increase of Wages	To H F Stephens Esq Managing Director
<p>The above I beg to thank you for increase of my wages duly received this week. I note your remarks re traffic and will endeavour to canvass as much as I possibly can for this station; again thanking you.</p>		
<p>Yours obediently Chas. Palmer</p>		

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(Opposite Station Road)

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**TENTERDEN and UCKFIELD**

# Woolpack Hotel

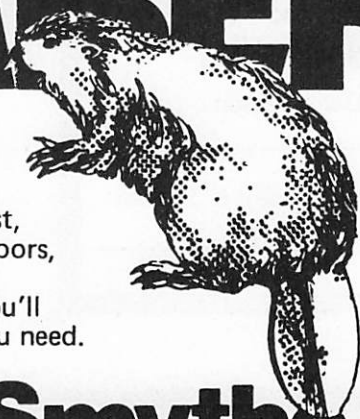
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**Telephone 2934**  
(Cath and Cliff Beverly)

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# Sleeping Beauty

In commemoration of the re-opening of the Kent & East Sussex Railway, 1st June 1974

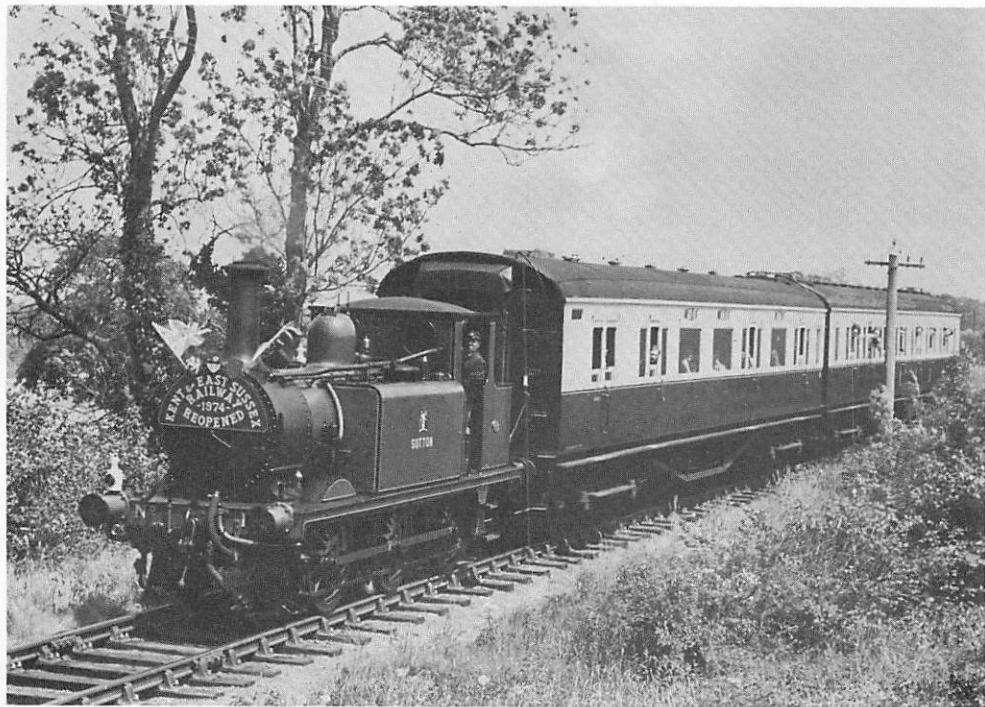
Twenty years, in idleness  
Twenty years asleep.  
Despite our toils, we must confess,  
With thicket covered deep.

The railway line, our railway line,  
That wanders through the Weald,  
At last is open to the world,  
Because the thought appealed  
To worthy men, who laboured hard  
To raise the sagging track,  
And packed the sleepers, realigned,  
And beat the brambles back.  
Rebuilt the bridges, and the gates,  
Restored the stock, to gleam:  
At last the moment had arrived,  
And Sutton was in steam!

She woke the wildlife, wooed the wood,  
Whilst coasting down the bank  
From Tenterden to Rolvenden,  
And knew who she'd to thank  
For glossy paint and polished steel,  
That gladdens human eyes,  
And brass and noise and turning wheel,  
That foe and time defies.

Twenty years, in idleness,  
Twenty years asleep,  
Awake again, the Farmer's Line,  
A steam dream we shall keep.

Alastair Macfarlane



'Sutton' near Cranbrook Road crossing. This photograph was an entry in our competition.

[Photo D T Cobbe]

