

The Tenterden Terrier



Number 61

Summer 1993



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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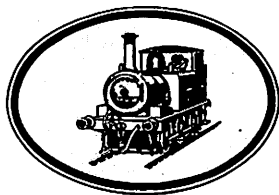


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Editorial

Pastures green, pastures new

The refusal of the Secretary of State for Environment to allow an appeal by a local developer to erect an hotel on green pasture adjacent to Tenterden Station is a triumph for the Tenterden Railway Company, the local Authorities, the local community and for common sense. To have allowed this to have taken place would have threatened the very existence of the Railway and opened up the floodgates to speculative development in this outstandingly beautiful part of Kent. The Railway looks forward to working with Ashford Borough Council in the development of tourism in Tenterden whilst carefully protecting the landscape and environment which our visitors come to see and enjoy. This is what democracy, and indeed the Railway, is all about.

FRONT COVER/FRONTISPIECE

Pastures New

Hastings DEMU set at Cranbrook Road on its inaugural trial run, 16th April 1993.

(Mike Esau)

May Day Freight

Terrier 32650 (Sutton) heads John Tillow's privately chartered freight train on Tenterden Bank, 1st May 1993.

(Mike Esau)

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Secretary's Report

The 22nd Annual General Meeting of the Tenterden Railway Company scheduled for 19th June, 1993, to be held at the Tenterden Club as usual, will have come and gone by the time these notes are printed. By arrangement with editor Steve Thundow, *The Rooter* accompanying this present issue of *The Tenterden Terrier* will carry the result of the Election of Directors.

An Extraordinary General Meeting of the Company will be held on 30th October 1993 for the purpose of receiving and adopting the Annual Accounts for 1992, and to ratify certain proposed amendments to the Articles. Regrettably both of these items have had to be deferred due to circumstances outside the control of the Board.

These notes are not complete without some recognition of the work of the "outgoing" Board. Four members will have offered themselves for re-election, and Adrian Chapman, co-opted since the last AGM, will have stood for election. In theory this could have given opportunity for a 50% turnover of Directors on June 19th. (Of course, I hope this will not happen!) Whatever has happened in the elections, however, members should know that some 16 full Board meetings were held in the year 1992-1993. Because it very often doesn't happen at AGMs, I want specially to mention David Stratton, the Chairman of the Board of Directors since 25th October 1985, who is the figurehead, driving force, and conscience behind the Company. Those who know what it means to hold this position in any company, and particularly one like ours, having charity status, and served mainly by volunteers, will know that successful results come only at a price. Thank you, David, and thank you to all the 1992-1993 team of Directors, for services which have been freely given, above and beyond the call of duty.

Planning Matters

Members will be delighted to know that the Secretary of State for the Environment dismissed the appeal by the developers against the decision of the Ashford Borough Council to refuse outline planning permission in respect of an application for a 25 bedroom hotel with conference and facilities on land at Pittlesden Manor Farm, adjacent to the Railway at

Tenterden. Under the stewardship of Development Director, Robin Dyce, and his team the Tenterden Railway Company fought long and hard to thwart the development proposals which would have devastated the countryside in a designated area of outstanding natural beauty, put the Railway at risk and threatened the very character of Tenterden, a town often described as the "Jewel of the Weald". The Railway is indebted to Ashford Borough Council for its untiring support in protecting the interests of the Railway and of Tenterden, and looks forward to working with this progressive local authority in ensuring that the environment is not destroyed by unwanted speculative development.

The Secretary Writes:-

Congratulations and gratitude of all concerned have been accorded to Robin Dyce, the Company's Development Director, and the team he gathered to assist him in the clear presentation of his evidence. More than one third of those present on both days of the hearing were TRC members. On the subsequent "walkabout" around the environs of the site, the Inspector was observed scrambling up the side of the cutting from the railway to see whether it was true as we had alleged that the hotel would be visible to passengers travelling up the bank. It was! And it became clear as the enquiry unfolded that the contribution made by the Railway to the town is considerable. Tenterden is fortunate in having a working preserved steam railway scene at the level crossing, with an area of outstanding natural beauty for a backcloth. All this, in my view, is confirmed by the result of the Appeal.

Locomotives

These notes are current at 3rd June.

No. 3 (Bodiam). No further progress since last report.

No. 8 (Knowle). The owner of this locomotive has now sanctioned further work on the boiler to continue.

No. 10 (Sutton). Currently in service but has suffered some burning of the smokebox door and ring. 10-year overhaul due March 1994.

The nameplates which were temporarily removed for filming have now been replaced.

No. 11 (1556). In service.

No. 12 (Marcia). No further progress since last report.

No. 14 (Charwelton). In service.

No. 19 (Norwegian). See separate report.

No. 21 (Wainwright). A new cab and bunker assembly has been manufactured by outside contractors and is now in position on the locomotive. The new bunker has increased coal capacity to cope with our higher mileages, and the reprofiled cab will give a new look to the loco. Much plumbing work has been undertaken on the lubrication system and a return to service is scheduled for later in the year.

No. 22 (Maunsell). The boiler, currently at Chatham, has been re-tubed whilst work continues on the re-assembly of the motion at Rolvenden.

No. 23 (Holman F. Stephens). In service.

No. 24 (William H. Austen). The boiler is being prepared for re-tubing which will take place this Summer. The frame and motion require only routine attention.

No. 25 (Northiam). Awaiting 10-year overhaul.

No. 26 (Linda). In service.

No. 27 (Rolvenden). On static display at Tenterden.

No. 1638 (Pannier Tank). Awaiting repairs to large tubes but expected back in traffic during the main season.

Diesel Locomotives

No. 40 (Ford). Still awaiting repairs.

No. 41 (Ruston). Returned from hire at Bristol in April and in service.

No. 42 (Hunslet). Still awaiting repairs.

No. 43 (Titan). In service, mainly used as shunter at Rolvenden.

No. 46 (D.2023). In service as Tenterden yard shunter, still performing well and looking very smart in BR green livery.

No. 47 (D.2024). Awaiting restoration.

No. 48 (D.9504). Awaiting restoration.

No. 49 (D. 9525). This locomotive suffered superficial body damage which is currently being repaired. Some mechanical routine repairs are also being undertaken and it should be back in service very soon.

No. 08.108 (Dover Castle). In service.

Cranes

No. 311 (DS451). Taylor-Hubbard). In service but will require repairs in the short term.

No. 316 (DS17700. Grafton). Serviceable, boiler inspection due early June.

No. 336 (81S. 36-Ton). Out of service awaiting repairs.

No. 305 (5-ton diesel). Available for service with certain restrictions, but will require some attention in the near future.

"Hastings" DEMU Vehicles

We are now host to two former Hastings Line DEMU motor vehicles. Agreement has been



Hastings DEMU motor vehicles in service at Northiam on 18th April 1993.

(Mike Esau)



Pannier No. 1638 approaching Tenterden Station with a service train on 11th April 1993. (Keith Alderman)

reached with Hastings Diesels Ltd for the loan of up to three vehicles of these unusual main line diesel electric units for use on our line. The two power cars, designated DMBS, which entered service in April as a two-car set are No. 60000 from original 6S set No. 1001 and now named "Hastings" and No. 60016, formerly in 6L set 1012, and now named "Mountfield". A third trailer car is expected to arrive shortly. The sight and sound of these once familiar DEMU's, which served our neighbouring Hastings line for nearly thirty years, will really bring back some memories for some of our visitors as they ascend Tenterden bank. The standards of restoration achieved by Hastings Diesels Ltd, in their depot at St. Leonards, have to be seen (and heard!) to be appreciated, and judging by the numbers of passengers they are attracting we hope they will be with us for some time to come. It was upon the introduction of these diesel electric units to the Hastings line in 1957/8, six sets of which had Buffet Cars and were designated 6B, which led to the withdrawal of the then three remaining Pullman Buffet Cars from the line, one of these being our own Pullman "Barbara". It is therefore quite extraordinary that, after some third of a century, the motor car from the prototype set No. 60000, is again running on the very same line as one of the cars it was designed to replace.

Finally, it will be noted from the timetable that the Diesel Unit will work a diagram of two round trips on days which it operates, starting and finishing at Northiam, thereby adding another "first" to our record.

GWR Railcar Project

At the time of writing, the main focus of activity on the Railcar is the continuation of the mechanical assessment work. As well as this, the Railcar group have also been assisting the Carriage and Wagon Department on their expanding range of projects, such as overhaul of Restaurant car "Diana", and the recently commenced restoration of the LSWR Invalid Saloon, No. 83.

If anyone wishes to enjoy spending a day working in Carriage and Wagon then they will be more than welcome to join either the Railcar team, or any of the other currently ongoing C&W projects. For further details, contact Chris Davis, either c/o Tenterden Town Station, or on Whistale (0227) 275675.

Norwegian Locomotive Trust

The newly fabricated blastpipe, a considerable work of art in itself, is now installed and the large hole in the top of the smokebox filled in with new plate. It remains to align the chimney with the blastpipe and install the floor of the smokebox, when No. 19 should look more like a locomotive again. Almost all the running plate is in place and the lower sections of the cab are ready for refitting. We have a volunteer to make the wooden cab roof and another who has started work on the wooden window frames. The lubricator is tested and piped up to the cylinders and valve chests.

The old inner firehole ring was badly wasted and a new one has been cast at some considerable cost because a pattern had first to

be made. It is proposed to fit a sliding firehole doors instead of the former hinged door and flap.

Following the appeal in *Terrier* No. 60 (Spring 1993) some further funds have been attracted from existing members of the Trust. An application for a grant of £350 from the Shell Community Service Fund was successful (the second we have received from this source) and the Norwegian Railway Tourist Bureau in London has become a full member of the Trust. We are most grateful to all of these contributors and look forward to more joining the scheme as the final months of the lengthy rebuild pass by.

Carriage and Wagon

The carriage and wagon department have been extremely busy this Spring. Restaurant Car No. 69, formerly "Diana", entered the works in February for an overhaul and repaint. The lower bodyside sheeting on one side was found to be badly corroded along the entire length of the vehicle, a common fault on Mark 1 coaches, so this had to be cut away and new sheeting welded into place. Much rubbing down of the pseudo Pullman livery then ensued before the application of the new "blood and custard" livery. The vehicle now carries its BR number, Sc. 1955, and the wording Restaurant Car.

Internally the vehicle is in very good condition, all of the interior panels having been replaced when the coach first arrived on the Railway. Therefore a light rub down and re-varnish was all that was required in the main saloon. Below the solebar both bogies were run out and stripped down, all parts being cleaned, inspected and replaced where necessary and then re-assembled. This is the first time this task has been undertaken at Tenterden and the improved riding of the vehicle has made it well worth while. Two reconditioned vacuum cylinders and new brake blocks were also fitted to ensure that this now, smooth running vehicle, also stops!

No. 69 left the works on May 2nd to be replaced by Maunsell BSO No. 4443. Both bogies were removed from this coach to enable repairs to the steam heating system to be carried out. While this was under way the exterior was rubbed down and varnished, thus transforming the appearance of the vehicle, which was returned to the "Pullman" set on May 13th. The vacant space in the Carriage works was then taken by the LSWR invalid saloon which has entered for complete strip

and rebuild.

Meanwhile work continues apace on the SECR family saloon. The whole of the exterior has received two coats of gloss paint and will get two more before signwriting, lining and varnishing can take place. Internally the small compartment is almost complete and looks superb with its re-trimmed seating back in place. In the main saloon the ceilings have been papered and painted and much of the wood panelling and mouldings have been cleaned down and french polished, some panels needing to be re-veneered first. The new seating for the main saloon is also under construction and will be sent for trimming once complete. In the luggage compartment the tedious task of burning off ninety-three years accumulation of paint continues, when complete this compartment will retain its handbrake wheel and brake valve to allow flexibility in the vintage train allowing the Great Eastern six-wheeler to receive maintenance when required. In late May the vehicle was lifted off both bogies utilising the newly constructed stands made up in-house by carriage and wagon staff and volunteers. This enabled the bogies to receive a complete strip down and service whilst affording the opportunity to fit the vehicle with a complete new steam heat system. Other work on coaching stock has included re-trimming of the District Coach and much needed routine maintenance on the Mark 1 fleet. The SR brake van has received some safety related work with all the stepboards and some of the verandah flooring being replaced along with two reconditioned vacuum cylinders.

As part of the reorganisation of the department the position of Chief Examiner has been created and a system of maintenance records and procedures has been drawn up based on those used by BR.

David Dine has now left the department after many years and his unstinting efforts over those years particularly in the research side of C&W and for his skill at signwriting will be remembered for a long time to come. A working week is being arranged for the beginning of August and will probably be spent on Maunsell CK No. 56, a coach which is well on the way to total restoration and one which would be a very useful addition to our 1930's working fleet. Anyone interested in helping out on this or any other aspect of our forward looking Carriage & Wagon Dept., should contact us c/o Tenterden Station for further details, or simply turn up on any Saturday or Sunday . . . you will be made

Plant on Hire



K&ESR equipment was at work at Avonmouth coal handling depot on 17th April 1993, to earn some much needed revenue for the railway. Above, the Ruston diesel and our own hopper wagon are showing their paces; below the Matisa Ballast Regulator is giving attention to the track. (Duncan Buchanan)



most welcome!! Alternatively ring on 0580-765511 or 0538-266889.

Operating

The department has been kept very busy during the early part of the year, not only running a two train passenger service between Rolvenden and Northiam, but also fitting in complex engineers train workings to ferry equipment, track and ballast to and from the site of our extensive Winter works on the "Rabbit Warren" just north of Rolvenden. A big Thank You must go to all Staff and Volunteers for making this project an all round success.

As we enter this year's main season, the final planning for the '94 and '95 timetables is well under way. A careful balance has to be found to enable us to run to the maximum amount of passenger trains, on as many days as possible, but with due regard to our human resources. To run just a one train service, we require at least 2 signalmen, 1 driver, fireman and guard from the operating department alone, but consider the following. We have only 12 qualified drivers, 25 qualified fireman, 35 guards and 32 signalmen, and from this small number of qualified operating staff we have in excess of THREE HUNDRED turns of duty to cover in each of the disciplines just to allow us to run the 1993 timetable, and that is without Pullmans, Charters, Santa Specials and engineers trains! The need for total dedication of our existing staff and for new volunteers is patently obvious.

Mark Stuchbury and Duncan Buchanan have stepped down as Operating Performance and Standards managers. Graeme Richards has been appointed as acting Operating Manager to cover the positions until permanent appointments are made.

Permanent Way

The winter work programme was completed on schedule though not without the usual crop of problems. The weather in January almost managed to defeat our best endeavours to rebuild the Rabbit Warren embankment just above Orpin's Curve. Almost 3 weeks of bad weather, rain especially, and problems with the vibrating roller hired for the job caused the schedule to slip alarmingly. The vibrating roller was needed to compact the embankment as it was rebuilt. The prophetic words in the last Terrier that "some of our recovery time has already been used" were to prove short of the mark when the job was 3 weeks behind at one point. In the end the civil engineering of the

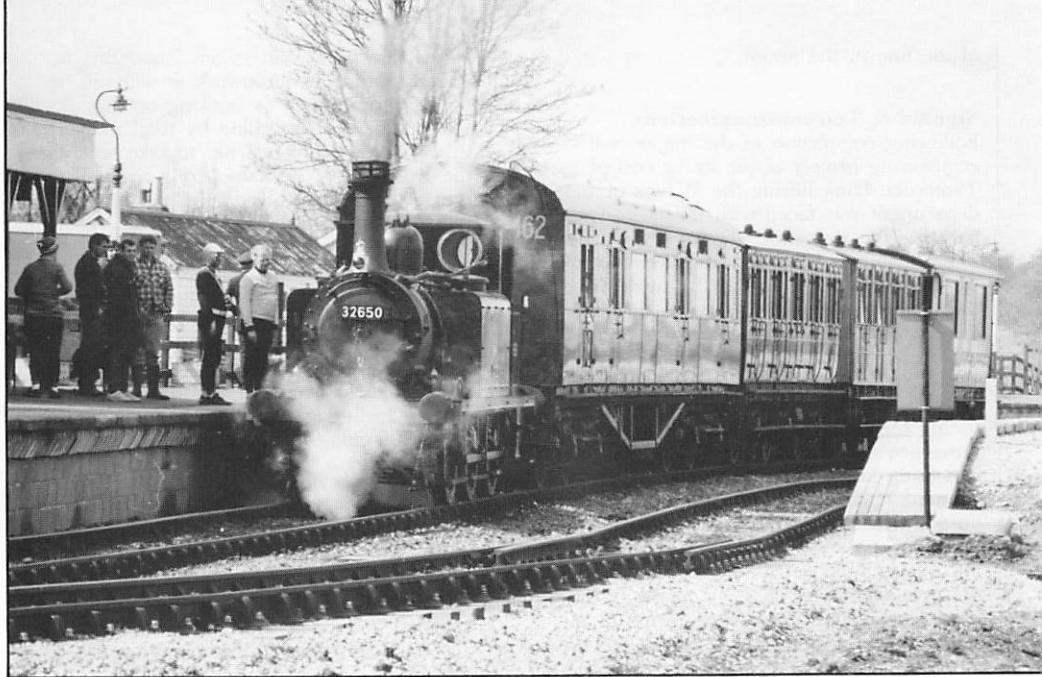
embankment finished on 12th March after an additional 1500 tons of minewaste had been added to bring the embankment to close to its former height, though the base is much wider than before.

On March 13th Bob Foster and his colleagues from the Midland Railway centre at Butterly arrived with their 07 tamping machine. This machine is more sophisticated than our own machine and not only puts a top on the track it also aligns it, a feature our own 05 does not do at all. The 07 was quickly at work sorting out the beginnings of problems at Cysters curve and Petty Foreland Sewer. Certain culverts were filled in during the extension programme and some had predictably subsided a little. These were restored to a correct line and level. The renewal last November along the Newmill straight was also finished off such that the railway from Newmill Bridge to Northiam is now free of all temporary speed restrictions.

The track at the Rabbit Warren was relaid with flat bottom track, rather than our normal bullhead, between 12th and 20th March and the whole welded. The ballasting crews then moved in during the week. The weekend of 27th/28th saw the track from Orpins curve to Tenterden tamped employing the 07 tamper and our own 05 plus the ballast regulator. There have been 3 renewals along this stretch during this, the first winter for a long time, that the Permanent Way have had unrestricted access to the line. This means that only the stretch of track from Rolvenden to Newmill Bridge now has any speed restrictions due to the condition of the track. This then will be the last stretch currently requiring major work.

Whilst all this activity has been taking place the department has also hired out the ballast regulator, along with a diesel loco and ballast hopper, to help the installation of track at Avonmouth Docks for the new National Power coal loading facility. Whilst not the biggest contract job undertaken by the small gang of dedicated volunteers it does bring in large rewards for relatively low risk.

During the week of 19th to 24th April the department received 2½ miles of redundant track from the Ashford to Hastings line. This was acquired at a very favourable rate and since all the rail was sent for scrap the whole job paid for itself. Wittersham Road now has a decent stock of concrete sleepers for future use. Our credibility with the local BR managers is much improved and we look forward to the possibility of further ventures as BR relay more



No. 10 "Sutton" heads the vintage train at Northiam on 11th April 1993.

(Keith Alderman)



No. 26 "Linda" running round at Northiam on 11th April 1993.

(Keith Alderman)

of the line in the future.

Signals & Telecommunications

Following completion of the major civil engineering project at the lower end of Tenterden bank during the Winter period, the department was faced with the task of re-instating the Rolvenden Down Outer Home signal together with the associated controlling treadles and cables, within the week prior to the recommencement of services through to Tenterden. A hand-signalman was booked to be available if required, but in the event the signal was back in operation following some speedy technical work in reconnecting and testing the signal by department manager Peter Lawrence and his team over a Friday evening and Saturday morning. Thanks are also due to Richard Halliwell for ensuring that the signal post, which had been entirely removed for the duration of the work, was correctly re-planted and re-assembled in its original position during the preceding few days!! A couple of tasks still remaining in the area are the siting of the signal telephone and minor repairs to fittings damaged when the equipment was moved for the engineering work.

With the arrival of the Hastings DMU in April, consisting of two vehicles, but shortly to be made up to three, giving a requirement for berthing the Unit at Northiam, the department has been proceeding with a project suggested to the operating department and subsequently agreed as giving useful operating flexibility. This involves providing an additional electric key token instrument at Northiam, supervised by the signalman at Wittersham Road Box, so that train crews can start a train from, or shut a train away, in the sidings at Northiam, without the need to collect or return the token by road. Under the planned system, known as "No Signalman Key Token Working", it becomes possible to obtain a token from the local instrument by agreement with the signalman at Wittersham Road, unlock the siding ground frame, bring the train out of the siding, and then proceed to Wittersham Road in due course.

Conversely, it is also possible for a train booked to terminate at Northiam to then be berthed in the siding, clear of the single line, and the token can then be replaced in the instrument, thus enabling another train to follow on from Wittersham Road. This will be particularly useful when another service is booked to follow the Hastings DMU to Northiam, as on most Saturday afternoons in the current timetable.

When, however, Wittersham Road Box is closed, particularly midweek, it will still be possible for traincrews booking on at Rolvenden, and travelling by road to Northiam to work the Hastings Unit, to take with them the Rolvenden-Northiam "Long Section" train staff available at Rolvenden Box, and similarly return it after their last working to Northiam.

The foregoing is just one example of the projects which are continually being designed and implemented by the S&T Dept, quite apart from the general day to day maintenance of our internal telephone system, including ten route miles of overhead line, all our signalling systems including three signal boxes, and of course manning it all for some 200 public running days a year!!

Stations

A mounted brass plaque has been affixed to the booking hall wall at Northiam station to the memory of Joe Chamberlain and Lionel Hetherington. The memorial was officially unveiled on Sunday 23rd May by Company Secretary Raymond Williams accompanied by Mrs Hetherington, along with family and friends. Also present was Tim Lawrence of our Sussex Group who arranged for the plaque to be made and fitted, but who also spent many years as part of the team that cared for the station prior to services returning to Sussex. The memorial records the generosity of the two gentlemen who left funds to the Railway for its future extensions. The party returned to Tenterden by train and enjoyed a traditional cream tea en-route.

Building

The work for this department has centred around the refurbishment of the former parcels room at Northiam. As reported in the last issue, the printing equipment was removed before Easter and it was then that the extent of the work required was visible.

Most of the floor had to be concreted and this was completed in late May. Much of the matchboarding on one wall was beyond repair, and in view of its new role as a catering facility the decision was made to dry-line the walls and ceiling to enable a plastered finish to be applied.

Dave Stubbs made new door frames for both doors which have been repaired and adapted by Steve Beastall. A layout has been agreed upon for the preparation/servery area, and it now remains for plumbing and decorating to be completed prior to final fitting out. It is hoped the facility will provide a welcome boost

Moving the Track



During the weeks of 19th to 24th April, some 2½ miles of track was salvaged from Appledore Station for the value of the concrete sleepers, the rail itself being only fit for scrap. The photographs, taken by John Liddell, show the track panels being loaded at Appledore (Lydd Branch to the right) thence off-loaded at Wittersham Road, the sleepers being detached from the track.



to our revenue as well as making a visit to Northiam worthwhile.

Commercial Operations

Passenger figures for the months of February and March were markedly down on 1992, mainly due to the inability to run trains over the entire line while our engineers were rebuilding the embankment known as the "Rabbit Warren". The replacement bus service kept the show on the road (literally!) but proved too much of a disincentive for many potential visitors.

In stark contrast to this relatively sedate start to the season was the influx of visitors over the Easter Weekend. Postman Pat was at Tenterden Town Station on all four days of the holiday weekend and thousands of young fans came to see him. In all, 5678 passengers were conveyed compared with 4728 in 1992 - an excellent achievement and a welcome boost to our cash flow. The weekend's timetable was almost constantly rewritten to try and meet demand, and on Easter Monday almost 2100 passengers were carried.

March and April saw a flurry of filming activity with Childrens ITV visiting to film for the "Art Attack" series and Meridian Television recording sequences for the "Fit to Win" inter-town challenge. Not to be outdone, BBC 1 despatched Bob Symes of Tomorrow's World fame with a crew to obtain footage for a new six part series entitled "Making Tracks". This is expected to be shown on Daytime BBC this Summer. Kent Educational Television have

made a number of visits to the line to produce a new video to be shown to visitors on site, and for sale through our shop. After a brief respite the cameras returned in May, this time filming for a souvenir video showing attractions in and around Tenterden.

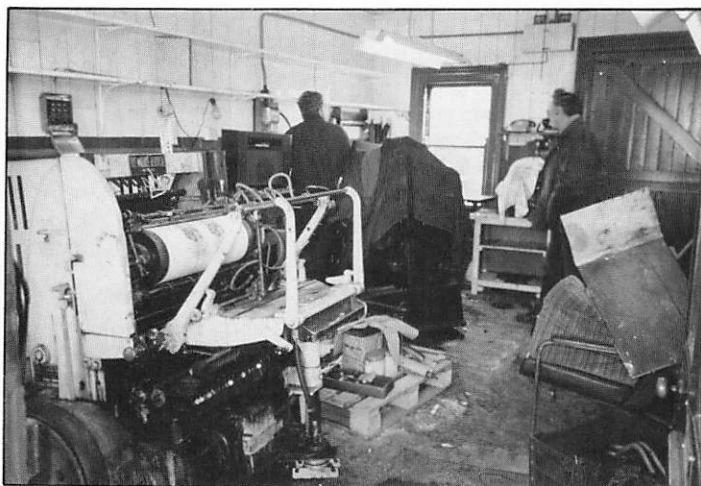
Dave Cambell has been appointed to the newly created full time post of Caretaker for Tenterden Town Station. As well as maintaining the public areas of the site and making the site ready for visitors, Dave also assists with the cleaning and tanking-up of coaching stock.

Ian Cook and his band of Carriage Cleaners continue with their regular programme of washing and polishing the insides and outsides of our ever increasing fleet of coaches. Like so many vital tasks, it is seldom appreciated just how important carriage cleaning is. The team are doing an excellent job of maintaining very high standards but with a longer period of daily running than ever, more help is always welcomed - contact Ian c/o Tenterden Station for more details . . .

Catering

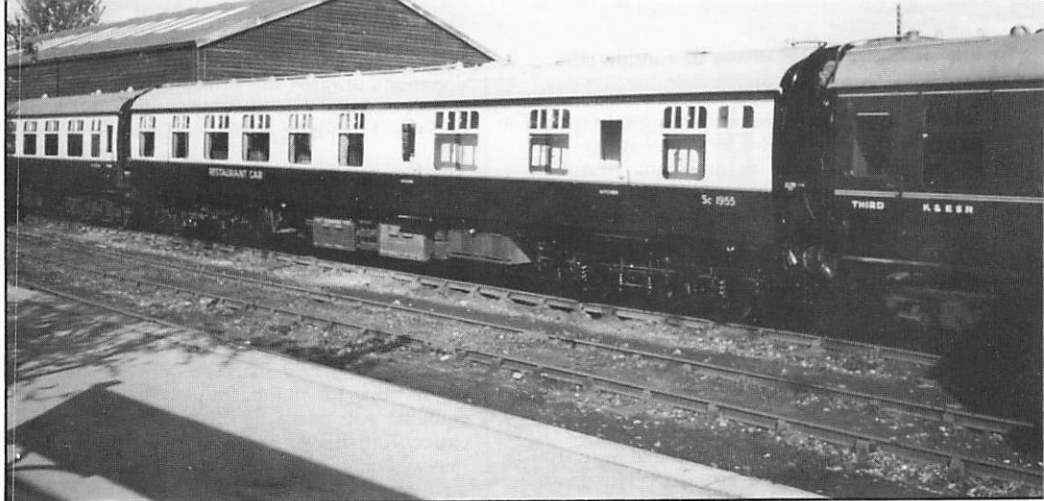
Humphrey Bennett was appointed full time Catering Manager in April. This is the first of his reports for *The Tenterden Terrier*.

The Wealden Pullman. With the introduction of five rotating menus and now a fuller wine list, the general standard of the train has very definitely been elevated. This has been proved by letters and telephone calls of compliment



Packing up the old printing office at Northiam station in readiness for the re-location to Tenterden, on 13th February 1993.

(John Miller)



Superbly restored restaurant car SC 1955 (née Diana) as outshopped at Tenterden, April 1993.

(Doug Lindsay)

that have been received over the past six weeks.

Without exception, everyone has commented favourably on the standard of both food and service and particularly the helpfulness and friendliness of the crews, which has made the guests' evening an even more memorable one than they had even expected.

The Restaurant Car. With the introduction this year of a choice of main course, few, if any problems have arisen. Although at the outset when lunch bookings were taken, guests were not asked whether they preferred chicken or beef, they are now, thus enabling the correct quantities to be ordered and wastage kept down to zero.

Again lots of compliments on food, service and friendliness of the crews.

Charters. We have booked a few wedding receptions and a couple of other events through the Summer and indeed enquiries have been received for November and December.

Staffing. A great deal of time has been spent endeavouring to obtain a full crew of volunteer staff for the catering trains. Unfortunately we have not always been able to achieve this and it has been necessary to hire paid staff to make up the numbers. This has only been done very reluctantly in the knowledge that the standards of guests must not suffer, and that volunteers who are working should not be required to do double the work that otherwise they would be

doing. If you feel that you would like to take part as a volunteer on the catering trains, please contact Humphrey Bennett at Tenterden Station - a warm and friendly welcome awaits you.

Shop

Apart from the Easter holiday this period has been fairly slack, especially over the non-running days.

It is difficult to decide whether it is a viable proposition to open on these early non-running days, but one must look on the positive side and hope that a visitor may wish to buy a video, which makes the otherwise "low day" into a worthwhile effort.

Easter saw not only lovely weather conditions but a large influx of visitors to the Railway. It was encouraging to see queues from the Booking Office to the gates, and thankfully most made an effort to look around the Gift Shop. These hectic days certainly make up for those other times of the year when on non-running days we see only a handful of people spread throughout the whole day.

As this is being written, our Thomas Weekend is looming in the not too distant future, and this year we are able to display even more than in 1992. Two visits to wholesalers revealed many items in the Thomas range which were not available to us last year. On occasions one has felt like renaming our outlet "The Thomas Shop", for it is only lack of space that has prohibited us from stocking all

the items, but we do have to consider the needs of all our visitors.

The season of daily running is now here and it is at this time when we look forward to the school parties - some never having seen a steam train before! Most pay a visit to the shop, and at least on these days there is no shortage of £1 coins.

At the end of April our takings were almost on target for 1993, a good achievement given the disruption to services in the early months due to engineering works on Tenterden bank.

Membership

168 new members have been enrolled for 1993 as at the time of writing compared with 130 during the same period last year. This is an increase of 30% which has, so far, reversed the falling trend of 1992.

Members will have noticed the hand-written envelope which enclosed the Notice of Annual General Meeting. This was due to computer program problems beyond the control of the Railway and grateful thanks are extended to a small band of members who were press-ganged at extremely short notice to give their free time and manually prepare nearly 2000 envelopes, thus enabling the AGM mailing schedule to be adhered to. It is hoped that the problems will have been resolved in time for this mailing.

Bodiam Station Project

Since March, further rain-proofing work has been carried out on the canopy roof and some of the post and rail fencing has been repainted. The three poster boards have also received attention.

The community service scheme has removed the spoil covering the entire length of the back wall to the platform and tree stumps have been dug out of the platform surface. The community service people have also made a start on clearing drainage ditches around the site.

The consensus of opinion of those working at Bodiam is that the three station rooms should be restored to their former uses and furnished accordingly, i.e.
parcels/goods office
booking hall/waiting room
ticket office/station agent's office

The station would then represent the last original condition building from the days of the independent K&ESR. A note along these lines has been sent to the TRC Board.

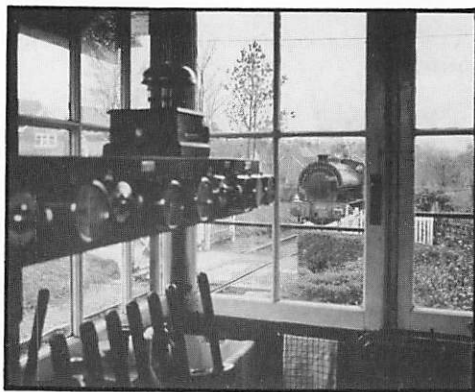
In order to ensure proper account is kept of donations towards the project, a building society account has been opened in the name of "The Friends of Bodiam Station".

Tenterden Railway Equipment and Traction Company Limited

The above company held its inaugural meeting at Tenterden on 28th May with four directors: Mark Toynbee, Mike Grimwood, Charlie Masterson and Bernard Sealy. The aim of the Company is to raise funds from within our membership by way of shares (minimum holding fifty £1.00 shares) to provide the wherewithal for purchases of rolling stock and equipment as and when it becomes available, either from BR or indeed other private railways or owners. This initiative by the four mentioned above is a sound idea which deserves the backing of our membership at large as any purchases the company make will be owned by TRETCo and not by the Tenterden Railway Company thereby alleviating the latter from any financial risk.

It is believed that the "shopping list" for the new Company is likely to include a 2-car DMU, possibly a BR "Heritage" set, a "Crompton" (Class 33) and even the ED Class 73 "Kent & East Sussex Railway" when it is eventually withdrawn!! Quite apart from motive power, as the title suggests, the new Company will also be able to support purchases of rolling stock, a Buffet Car for instance, or other general railway equipment which may be required from time to time, and for which at that particular time, the TRC may not have funds

* * *



The view from the box. No. 24 running round its train at Tenterden on 8th November 1992.

(Mike Esau)

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17th June	4.30pm	9th December	2.30pm

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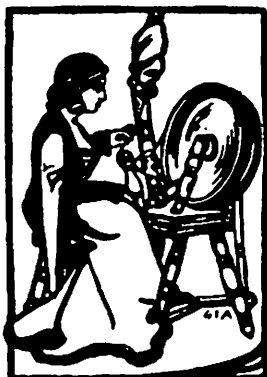
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Welding^{*} *the line*^{*}

Between Rolvenden and Tenterden

At first thought track welding might seem an incongruous thing for a preservation railway. However, it is an extension of the ideas outlined previously in these pages. The aim of these ideas is to achieve a standard for the permanent way on the K&ESR that requires minimal maintenance despite the traffic which it nowadays is expected to carry, and the years of neglect that the track has suffered. Firstly the basic civil engineering is upgraded as necessary. This can involve putting in drainage, digging out clay filled sections or even, as has been the case this winter, renewing a complete embankment. The track is then laid, or re-laid, on concrete sleepers, ballasted and mechanically tamped. We have then attained a state where frequent spot re-sleepering (which currently still occupies 3 or 4 men every possible summer weekend) and jacking and packing are not required.

However, the fishplate joints remain. It has been suggested that a least two-thirds of permanent way maintenance is concerned with fishplate joints. A fishplate requires regular greasing and the gaps must be kept to a regular size. In addition track bending moment stresses are concentrated at the gap and the track always drops first at a gap. Hence if you look along the track after the main summer daily running service you will see it dipped at every joint. To restore the track to a good top requires machinery or a gang of volunteers. There is little attraction to volunteers to go out every weekend, in all weathers, to jack and pack the line or grease the fishplates. Anything that can be done to reduce this burden is necessary.

Track welding, to remove the joints, is not new. Indeed the basic chemistry of the process was discovered as long ago as 1886. In the 1940s and 1950s German railways spent much effort to try and achieve a railway with long welded rails and eventually continuously welded rails. The problem to be overcome was how to restrain the longitudinal forces that build up in

the rails due to temperature variations and traffic movement. This restricted the length of a rail to around 60' with the fishplate gaps able to absorb the longitudinal forces. With track firmly secured to heavy sleepers (concrete) and these in turn bedded into deep ballast the longitudinal forces can be sufficiently restrained to allow longer lengths of rail. The other advantages of this system, as outlined above, were those originally sought on the K&ESR, but we are now taking advantage of this to start eliminating the fishplate gaps.

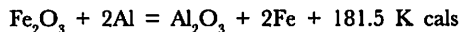
The cost of track welding is similar to the cost of fishplates, if labour costs are ignored. Indeed when different rail sections are to be connected, welding can in fact become cheaper. Therefore in the long term, savings should be considerable.

Track welding is a fusion welding process but this still gives the wrong impression as the procedure in fact resembles a casting process. Firstly a gap in the rails of 22-26mm is created. Since this gap is much bigger than a fishplate gap it is normally necessary to gas cut the gap, though care must be taken to ensure that sufficient clearance is given to any existing fishplate holes. The two rails are then aligned at the foot, web and head before the tips of the gap are raised above the level of the surrounding rail. This alignment process is normally done using wedges inserted between the sleeper, or its fastenings, and the foot of the rail. Whilst very adequate for flatbottom track, with a bullhead chair in the way this technique does not work unless the whole chair is moved. On wooden sleepers track the chair is de-screwed and the rail moved by inserting the wedges between the chair and the sleeper but on concrete sleepers track the chair is fixed to the sleeper. Jacks are used to lift the whole track to achieve the height necessary and subtle use of wedges and chair keys sorts out the alignment adequately. Preformed refractory moulds are then put around the gap and held in position with a special clamp.

The crucible for the reaction is then filled with a prepared portion of reactant. The ends of the rail are pre-heated for 1½ minutes at precise gas pressures. After removal of the pre-heat gun the crucible is swung into position and the reaction is set off. Since the reaction only starts once approximately 700°C is reached an igniter is used to start the reaction. Once started the exothermic reaction is self-sustaining and in 25 seconds the reaction goes to over 2500°C. Once at the correct temperature a plug at the bottom of the

crucible collapses allowing the molten metal to pour into the mould. The reaction is spectacular to watch, especially so at night, but potentially dangerous if anything goes wrong.

The specifics of the reaction are complex since the amount of heat generated depends on the types of iron oxides used and the need to add specific additional elements to create the correct type of metal for the weld. The basic reaction is



Whilst of great interest to those members who are chemists this process is made easier for the welders by the use of commercially available welding portions.

Five minutes after the pour, the weld is trimmed using a hydraulic weld shear. At this point in time the weld is sufficiently cool to prevent the sheared part re-welding with the main weld but also sufficiently soft to allow a shear to cut through the weld. This trims off most of the excess metal such that the remaining metal can be quickly ground to the rail profile using a rail grinder. From the above the reader will gather that the process is not quick. Indeed to allow for problems that inevitably crop up planning is restricted to 6 welds per day though 10 have been achieved in one day.

Before welding could start on the K&ESR two members of the Permanent Way department (Peter Hemsley and Duncan Buchanan) were sent on a two-week course to learn the basic techniques. The course was held at Thermit Welding (GB) in Rainham, Essex, and is run by ex-BR instructors. The final test welds were destructively tested. In order to pass the course a 1 metre section of rail, with a weld in the middle, is put on a hydraulic press. It must deflect at least 20mm and withstand a load of 100 tons before breaking. Subsequently in order to ensure that standards are maintained the welders are re-examined annually by an external examiner.

In the first winter of welding, in 1992, 400 yards of track from Cyster's Curve towards Rother Bridge were worked on. This winter 800 yards from Rother Bridge to near the Permanent Way hut towards Hexden Bridge was welded. As mentioned above, we are not creating continuously welded track, simply eliminating unnecessary joints, so the procedure is to weld every other joint thus creating 90' lengths. Where there have been problems, for

example if the welding process fails for some reason, it can be necessary to cut out a small section. When this happens the easiest solution is to weld 3 joints in a row thus creating a 180' length. BR practice suggests that we could quite safely go to 250' lengths, on bullhead rail, with normal fishplate joints separating these lengths. If longer lengths were required then the more sophisticated techniques associated with continuously welded rails would be required.

In addition to welding the existing track, to eliminate joints, this winter the Rabbit Warren embankment track has been replaced by flat bottomed track, welding the whole into two 250' lengths. This is needed to help avoid differential settlement of the earthworks. Rather than buy in special fishplates for the connections to the existing track the joints to the bullhead rail were welded as well.

In conclusion now that over 180 welds are in the running line of the railway, welding the track should be seen as one more element in the long term plan to provide a reliable and trouble-free railway track that in turn will allow the department to concentrate its meagre resources on the remaining half of the line to Bodiam and ultimately Robertsbridge, without continually maintaining the existing track.

Duncan Buchanan

Centre Spread

The Process in Pictures - 16/17 March 1993

1. The author gas cutting flat bottom rail to obtain the correct gap for welding. Note the use of a cutting guide to ensure the cut is vertical and hence the gap even over the full rail depth.
2. Aligning the rail using a 1 metre straight edge. Large wedges are in place ready to lift the rail whilst small wedges are between the rail and the clip holder to obtain the correct alignment. As the track has not been ballasted yet jacks are used at the sleeper ends to raise the sleeper, and hence the rail, to close to the correct height before using wedges.
3. The completion of a pour. The excess material from the crucible runs off into slag bowls on either side. Note the clamp used to hold the crucible and the moulds in place.
4. Peter Hemsley operating the weld hydraulic weld shear. This shears from both sides at once and nips the top off the weld down almost to rail height.

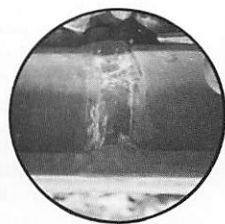


1 (Doug Lindsay)

2 (John Liddell)



Welding *the line*

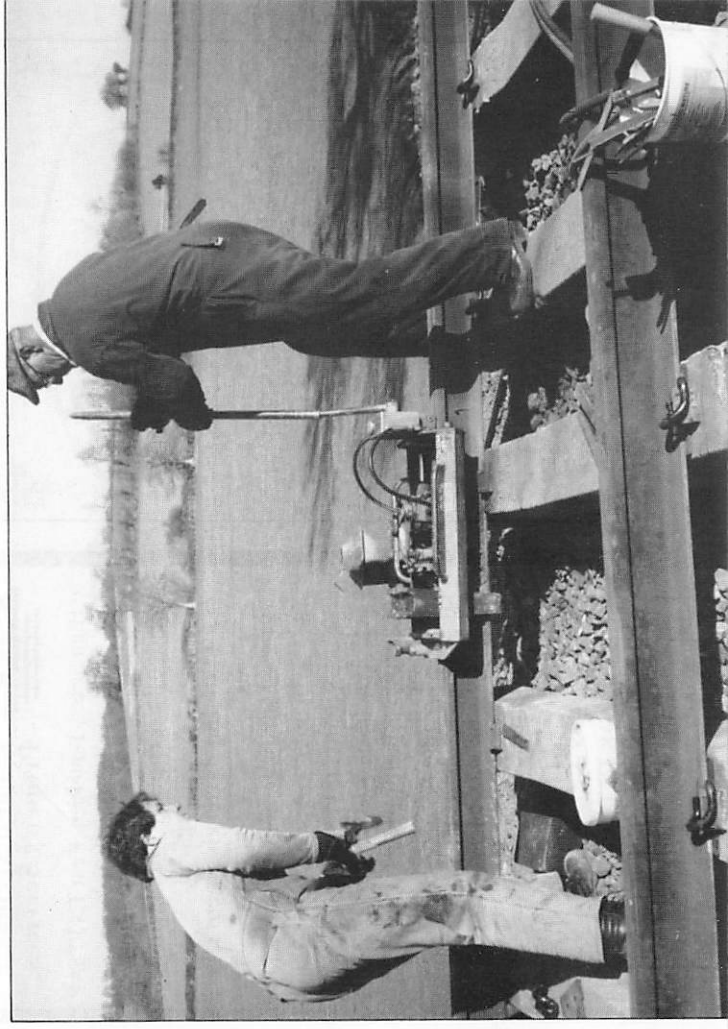




3 (Doug Lindsay)



4 (Doug Lindsay)



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The K&ESR Guard who Disappeared



Monty Baker on the footplate of No. 3 Bodiam, 1930s. (Author's collection)

Jimmy Stanford was the regular full time Guard of the K&ESR from the mid-1920s to the mid-1930s. Standing at full stretch, he could just make about 5'2", looking like an elderly double, at that time, of James Cagney. Whereas Cagney could produce some comedy in his work, Jimmy Stanford, definitely could not. He was noted for being ill-tempered to everybody.

Then came the dark winter's evening when he vanished; Nelson Wood and I were bringing the last train of the day from Robertsbridge, and arrived at Wittersham Road.

Nelson was still waiting for Jimmy's green lamp for Right Away, when the Station Master came up, and asked where Jimmy was. "He was there when left Northiam", I replied, "He gave me the green light out of the van

window".

We went back to the Guards compartment. Jimmy's lamp was there, but his ticket rack was not. Checking with the passengers who had boarded at Junction Road, they confirmed he had entered their compartment after leaving Northiam, issued their tickets and left. It was Jimmy's custom to save time, and climb along the running board of the coach between stations, to issue tickets to passengers picked up at Halts.

Despite the seriousness of what fate could have bestowed on Jimmy, we had difficulty in containing the odd chuckle, as we decided to return towards Northiam with me on the end of the coach waving Nelson slowly back up the bank with Jimmy's lamp.

I kept shouting out, hoping Jimmy was able to answer, then about halfway to the Rother Bridge, a match flared up in the darkness. Fortunately he only suffered a sprained ankle, and multiple scratches. Plus shock, as he was 65 years old. We got him into the coach, with his ticket rack, and the handrail which had come off in his hand.

As far as I recollect this was never officially reported, but the news flashed the length of the line the next morning, with comments such as, "Served the miserable old ***** right".

Fortunately it did not reach 23 Salford Terrace, or if it did, fears of any compensation may have curtailed a spate of memos in the Diplomatic bag sent from Tonbridge to Headcorn to be picked up each morning.

Jimmy was never very fit after this experience, and retired shortly afterwards.

Monty Baker



R.W. Kidner photographed the shadowy figure of the guard, working along the train, "somewhere near Bodiam", on the occasion of a visit by the Oxford University Railway Society on 27th June 1936. Could this have been Jimmy Stanford? Has anyone a more definitive photograph of this death-defying act?



Book Reviews

Branch Lines around Portmadoc, 1923-1946, by Vic Mitchell and Keith Smith. Published by Middleton Press, 120 captioned photographs and introductory text. Hard covers. Price £8.95.

The absence of a pictorial study of the Festiniog and Welsh Highland Railways covering the Stephens and Austen eras has been long felt and this latest publication from the Middleton Press makes good the gap. The authors have compiled a remarkably interesting collection of photographs which not only provides a historical pictorial record, but also an invaluable aide memoire to those exploring these lines, with a view to identifying remains of their more recent past.

As is usual with Middleton books, reproduction of tickets, timetables and documents are included, together with traffic statistics and maps. Some of the photographs include members of staff, but generally, employees were reluctant to be photographed and where they do appear, identification has not proved possible. No pictures have surfaced of either Stephens or Austen at Portmadoc or indeed the redoubtable Robert Evans, who quietly managed the Railway locally against the background of a welter of critical memos emanating from the Tonbridge office. Sadly the Welsh Highland is no more, but it could rise from the ashes; then passengers would once again be able to take a cheap day return to South Snowdon for the ascent of Snowdon by foot - and also support the local line!

P.D.S.

Kent Coast Heyday, by Mike Esau and Gerald Siviour. Published by Ian Allen, 112 pages of text, liberally illustrated by photographs. Hard covers. Price £16.95.

The authors are no strangers to the columns of this journal, both in terms of photographs and literary contributions. This is a beautifully produced book, lavishly illustrated, covering the railways of Kent in the heyday years of steam, between the 1920s and the completion of electrification in the early 1960s. The book features the main lines, principal junctions and traffic centres, continental and Kent coast express as well as stopping trains and freight traffic. There is a chapter on hopping specials, including those on the K&ESR and Hawkhurst lines, and another entitled "out of the

ordinary", which includes oddities such as an "L" class in wartime, with tender peppered with bullet holes, and a picture of the aftermath of the great storm in 1953, which put the main Thanet line out of action for no less than five months!

The changing social order is reflected in a 1950s view of Chislet Colliery Halt, the wooden platform crammed with ageing miners, journeying home after the day's shift; the colliery itself provided coal mainly for steam locomotives and so was inevitably doomed when the age of steam drew to a close.

P.D.S.

An Illustrated History of 18" Gauge Steam Locomotives, by Mark Smithers. Published by O.P.C., 176 pages of text liberally illustrated with photographs and drawings. Price £19.99.

This is a scholarly work, both technically and historically, covering a neglected aspect of railway history with many rare and historic photographs and a wide selection of maps and scale drawings. The book is essentially of specialist appeal, but readers of this journal may find the section on Military and Military support railways of interest as it revolves around the systems at Woolwich Arsenal and Chatham Dockyard, which are fairly close to home. The Royal Arsenal Railway had thirty six 18-inch gauge steam locomotives in use in 1898 and had taken delivery two years earlier of the first of its three internal combustion locomotives, powered by a Hornsby Akroyd oil engine. At Chatham, locomotive numbers were much more modest. Other railways dealt with in this book include the Sand Hutton Light Railway, a private line built to serve the estate of Sir Robert Walker in Yorkshire and the Ministry of Munitions system at Deptford. Little remains of the 18-inch today, the exception being the Bicton Woodland Railway in Devon; a pleasure line constructed in comparatively recent years and utilising one of the Royal Arsenal locomotives.

P.D.S.

Publishers are requested to submit review copies of books to the Editorial office listed in the front inside cover of this journal, rather than Tenterden Station.

Hopping at Bodiam - Part 1

Major W.R. Moore accompanied members of his family on hop picking holidays at Bodiam in the 1930s, and later worked for Arthur Guinness Son & Co Ltd, who farmed 965 acres of hopfield in the areas of Bodiam and Udiham until comparatively recent times. In this, the first of two articles on his experiences and reminiscences, Major Moore describes the living conditions experienced by the hoppers during their annual pilgrimage to the Kentish hopfields. Part two will deal mainly with the importance of Bodiam Station to the revenues of the old K&ESR from Guinness Hop Farms. Both articles are abridged from a longer report written by Major Moore and kindly deposited by him in the Company's archives.

* * * *

As a boy, in the early thirties, and up to the early part of the Second World War, I accompanied my grandmother and mother, and an aunt, hop-picking at the Guinness Bodiam farm for some three weeks in September every year. I roamed their extensive acres, and spent most mornings at Bodiam Station, waiting for the trains. It was idyllic. My twice weekly treat was to buy a return ticket to Robertsbridge (up 7.29 am - return down 12.20 pm) to bring newspapers, etc. Bodiam Castle also featured many times in my expeditions, particularly at week-ends. I loved to walk around the periphery of the enormous moat, encircling the magnificent and romantic castle. This superb walk in the castle grounds was, and still is I hope, free to the public.

To illustrate the importance of the old K&ESR, upon whom the Guinness Brewery relied implicitly, I have attempted to set out in greater detail later within this paper, the combinations of the vital considerations, and indeed the logistics of:-

(a) Transporting about 3,000 people, mostly Grans, Mothers and children, to the remote East Sussex lovely countryside; and dispersing them in huddled encampments for three weeks of hard work, picking hops - in all weathers! Oast houses, roasting the hops on a 24-hour basis, had to be well stocked for overnight roasting, prior to the pickers returning to the hop gardens at around 0700 hours, the following day. This was the most important factor of the whole operation.

(b) The vital human food supply chain, together with other materials. And, Social welfare of a large number of splendid families. It would pose a nightmare, with the families spread over a wide area of rural camps, to even present-day British Army Quartermasters!

However, Arthur Guinness Son & Co ensured it was achieved without too much difficulty. Suppliers who failed in their duties, were removed, and rightly so, at a stroke!

* * * *

The pickers' camps were equipped with standard sized corrugated-iron clad huts, supplied by the Company free of charge. Some 600 huts were spread over the six camps. They measured about 11' x 10'. Half the hut area was taken up by a permanent solidly timber built, slatted bed; the other half with a boarded floor for a "living area". The hop-pickers' instructions (with their "Part II Orders" - despatched with other details of timings, trains, etc.) requested them to bring canvas ticks/paliasses. Each hut, the day prior to their arrival, had two bales of first class straw deposited on the bed frames to await their arrival.

As with all good campers, the open camp fire was the simple and main means to cook food. Guinness Farms provided the "gypsy type" structure of strong chestnut stakes to hold a 12' cross piece of gas pipe barrelling, with metal hanging hooks. These were allocated, in the front of the huts, in the ratio of one to every four huts. Free wood firing was available in large quantities at supply points within the camps, and in more than liberal quantity. It comprised two large separate stacks, and was regularly "topped up". On the one hand, the Sussex faggot - well dried lengthy bundles of top hedgings, or coppice trimmings for fire lighting; and larger log lengths for continuity of the fires. The camp singing often lasted into the long dark evenings. Many a love match, and many a marriage transpired, in those simple pleasures of life, out in the lovely country, and fresh air.

Food and other essential supplies for hop pickers were a major on-going problem for Guinness in isolated areas, and were arranged on an annual contract basis. Guinness would give priority to local suppliers, if they were capable of providing large quantities of essential foodstuffs. To assist the retailers, the Guinness Farms organisation built very large huts again of corrugated iron structure, to act as shops with front pull-down timbers to act as counters. Each of these "shops" had a useful separated rear store, to provide paraffin for lamps and cookers, and to avoid food smell contamination.



... Hoppers arrive at Bodiam Station.

(Peter Martin collection)



The large food huts were strategically placed. One to each group camp area, i.e. Bodiam, Udiam and Northlands. Apart from the obvious canned foods, and fresh produce, each of the franchise suppliers had to guarantee to deliver each day and to each of the three

shops, a minimum of 300 large crusty loaves of fresh bread, and a minimum of 250 quart bottles of sterilised milk to each shop! Fresh milk was clearly out of the question. Mothers with babies could, and did, manage to cope by diluting cans of evaporated milk.

The shops sold about 300 lbs of cheese a week! Bread, cheese, and thinly sliced mild spanish onions, was the staple diet of the pickers in the field at lunch time, for old and young. I enjoyed it with relish during those healthy, and reasonably carefree pre-war and early war years. In September 1940, The Battle of Britain was being fought daily over our heads on the Kent border, and the family were picking hops in Guinness' largest and most easterly hop garden, "Hoglands", one of nearly 40 acres, alongside the K&ESR line, east of Bodiam. Just two meadows away to the south was the delightful small hamlet of Ewhurst, containing a large Post Office/General Store. I was able to "hoof it" there before lunch, to bring back the provender, comprising 1½ lbs cheese, a large loaf, one large spanish onion, and a daily newspaper. I received 1d change from a shilling (5p).

To achieve a simple brew up of tea, or the ubiquitous liquid "Camp Coffee", to accompany the bread and cheese during the lunch hour in hop gardens, was fairly straightforward. The younger children were sent out early upon arrival, to scour the ample

natural hedgerows for a supply of dead or rotting sticks, especially if there was a wood or coppice nearby. As a result, each family's hop-picking bin, or bins, would have a little fire, in the hop garden at around 12.30 hours. The vessels used, as at their huttred encampment fires, were the old fashioned versatile, very thin, tin plate pots - always referred to by the Londoners as "hopping pots". They were ludicrously cheap, and freely available in not only the food shops at the camps, but in the local area village shops at Bodiam, Ewhurst and Staplecross. On an open fire, I would as a lad, boil 3 pints of cold water in under four minutes.

The provision of a meat supply to hop-pickers was a headache. The camp shops could not possibly handle it without refrigeration or chilling equipment. Guinness' management therefore decided to inform local butchers over a wide area, and as far as Romney Marsh, Northiam, Hawkhurst and Robertsbridge, offering them free access to pickers' camps, to retail on a minimum of 3 days a week, after 4.30 p.m. Earlier on Saturday from 2.30 p.m. for week-end cooking. The local butchers

Ockham Farm (Bodiam).

"CLOVER FIELD" AND "BROADLANDS" CAMPS.

The main farm, with the largest concentration of pickers, and within ¼ of a mile of Bodiam Station. The immediate area contained the richest and most productive hop gardens. Each hop garden, as with other camps, had delightful names for the pickers' identification purposes with signs such as "The Wish", "The Upper Dell", "Hoglands", "Froglands", "Gower's Piece", "Eyelids", etc.

The Ockham Farm had also at its centre, a fine Country House within which lived the Guinness Farms General Manager. The administrative offices were also located there.

★★★★★★★★

Udiam Farm. (Located at Junction Road Halt).

"CRAINHAM WOODS" AND "THE RIDGE".

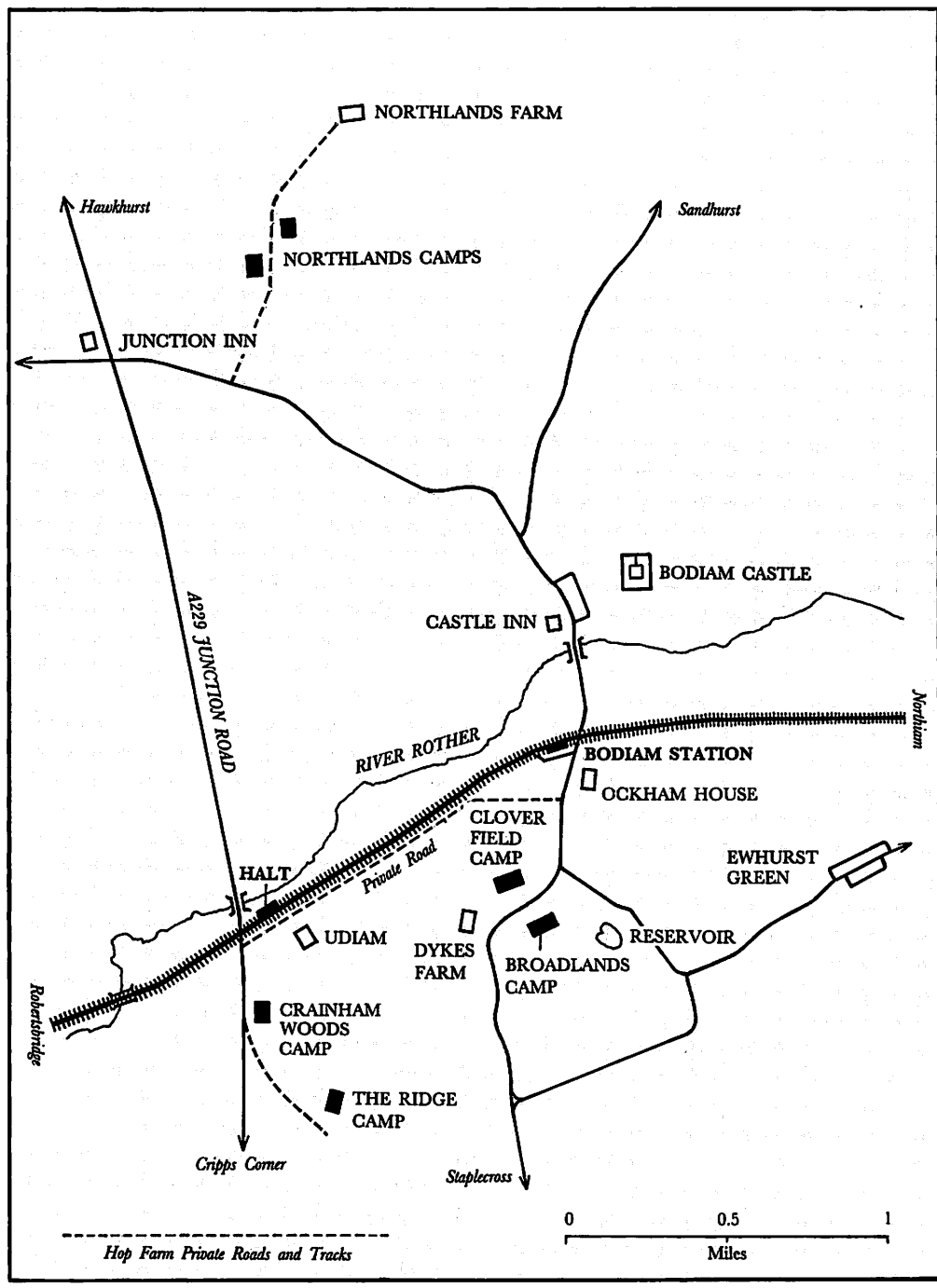
Two smaller camps but geographically placed, to pick the fringe hop gardens to the west of Bodiam and those bordering the A.229 Hawkhurst to Cripps Corner/Battle road.

★★★★★★★★

"Northlands" Farm.

Two small camps; the first, located in a wooded area. The pickers here were confined to the hop gardens in the immediate vicinity of the camps close to the junction of the Bodiam to Robertsbridge road and that of Hawkhurst to Battle. At least they had a pub close by, the Junction Inn! They suffered badly with rail distance (K&ESR) communications, upon arrival, and departure for home after the picking was over. Northlands was 2½ miles north from the Junction Road halt, and was up on the top of a steep climb.

Hop-Pickers Camps in the Bodiam / Udiam Area





... *Hoppers waiting to go home*

(Peter Martin collection)

accepted the offer with alacrity.

As regards basic vegetables, at Bodiam, both Clover Field and Broadland Camps were very fortunate. A mere 100 yards from Dykes Farm, was a splendid period farmhouse whose owners opened their stable block as a retail unit for potatoes, carrots, swede, cabbage, etc. But, even better, they were principally apple growers and sold their "specked" fruit to the great glee of the pickers' children, at 1d. per lb. In the many visits I made to the farm, I was delighted to see large bins of not so good fruit upon which was displayed "help yourself". It made the young children's eyes sparkle, and I have no doubt that when they returned to their mothers, stewed apples with sugar provided good puddings. Dykes Farm also had a superb Kent Cob nuttery, but at 4d. a pound with husk and shell - considered a luxury, except on Sunday, as a treat.

The other camp units were not forgotten. As with retail butchers, Guinness allowed the freedom of access to local growers, and others, to sell their fruit and vegetables in the camps. Overall, I think a welcome and good spin-off

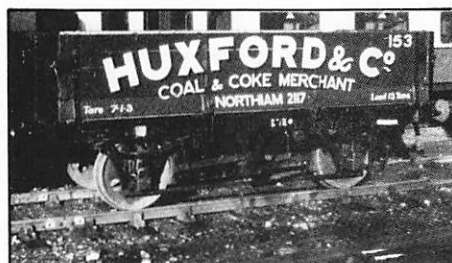
for the local farming and retail trading people in the area. Large families with youngsters needed immense quantities of bulk vegetables, following a long day in the hop gardens.

The vital importance of an efficient water supply was dealt with by Guinness hop farms. With Bodiam as H.Q., their major pickers' camps at "Clover Field", and immediately opposite, "Broadlands", had a piped high pressure supply. It baffled me somewhat in those early years, since there was obviously no Water Board mains piped supply system in this remote rural district. The privately owned farms and cottages in the area relied upon springs and wells. I discovered the secret in 1938, when upon an expedition in the fringe areas of the hop gardens, off Dagglane (a country road from Ockham to Ewhurst) and in a high wood. The hop farm company had built a dam which was fed by small streams and numerous wasted springs. A 3" mains pipe via a filtration plant, and a good gravity flow, brought not only piped water to the pickers' camps, with stand pipes at "Clover Field" and "Broadlands", but also to the cottages of the Company's farm labourers and staff. In

addition it served Ockham House (the Guinness General Manager's home, and administration offices) and the main and large vital Ockham oast house complex en route. The water pressure was excellent at all times, as was the quality.

The camps at Udiam and Northlands were not so fortunate, but the hop farms supplied a 5,000 gallon water bowser with self-draw taps, within easy reach of the pickers' huts, which was replenished daily. Again the quality of the water was excellent.

(to be concluded)



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Letters to the Editor

Cruising down the Rother

Sir - My attention has been drawn to the article "Cruising down the Rother" in Issue 60 of your excellent magazine. I would comment that the naming sequence of the Rother barges mentioned ("Wear", "Tyne" and "Tees") may reflect a class of barges named after estuaries, rather than the origin of their traffic. There was a class of Thames lighter named after Scottish Mountains - with Gaelic spelling too!

The comment about the "Doreen" being still listed in 1955 is no mystery. The Registers of Shipping are basically lists of legal documents identifying specific ships or other craft. Alterations to the Registers may only be made by the use of signed and witnessed legal statements, relating to dimensions, ownership, or finally, to scrapping. Presumably the new owners of "Doreen" never so advised the change of ownership, and the Register ceased to show a true record. The new owners would have great problems in proving ownership in law, and would have to back-track earlier unregistered transactions. I can also write with experience that re-Registering a craft still in existence but previously sold for scrap (and officially recorded as such) can be a nightmare!

The enclosed photograph was taken by my late father in 1935, and shows a laden Rother barge at Rye. It appears to be set up for discharging manually, and shows how little freeboard such craft had. The so-called "cabins" in the ends were no more than horizontal cupboards. Standing upright in them was only possible in the hatchway, with the top half of the body above deck!

Leeds

Geoff Wheat



Spot the engineman!

Sir - I have just been perusing the railway's 1993 timetable. I feel that the designer is to be congratulated on the front cover - it is most evocative. I am, however, a little worried about the actual timetable as it is no longer possible to chop it down to fit in my Filofax - perhaps one of your readers knows of a manufacturer of an A3 size Filofax?

My main reason for writing to your august journal is because I can sense a management plot to radically change the dress of the footplate crews. The crew of 1556 are shown wearing high-viz waistcoats - before we know where we are we will be told that the railway's publicity material depicts us thus and so we should conform. Next it will be hard hats, ear defenders (a good idea with some enginemens!), safety harnesses, heat resistant boilersuits, safety goggles, parachutes, etc. Enginemens are, frequently with justification (and not a little pride on their part), accused of being Luddites but there is a limit!!

Sandwich, Kent

H.R. Wallace-Sims
Engineman

Preservation plans - 65 years ago

Sir - There was another opportunity to preserve a "Terrier" in original condition after "Rolvenden" was scrapped, which Tom Burnham does not mention in his article (No. 60, page 41); I took this photo of ex-LBSC No. 674 as Edge Hill Light Railway No. 2 in 1937. I do not know what its boiler condition was, but it was before the days of brass-fittings robbery and it looked to be all there. No. 1 on the same line (LBSC 673) was also there, but this was an A1x with extended smokebox. They had been sold to the EHLR in 1919 (No. 1) and 1920 (No. 2) and did very little mileage before being put aside and sheeted up.

Bow Street, Dyfed

R.W. Kidner

Sir - Issue no. 60 of *The Tenterden Terrier* contained an interesting article on an abortive proposal to save K&ESR Terrier Tank No. 5. It caused me to wonder whether our third Terrier "Knowle" might now more appropriately be re-designated as No. 5 "Rolvenden"?

This would also have the advantage of allowing the newly acquired GWR designed Pannier

Tank No. 1638 to be come K&ESR No. 8. It could then take the name of the line's previous GWR engine "Ringing Rock". Of course, I would not advocate the name which old No. 8 received after a de-railment, namely "Hesperus".

As a further move, No. 27 could receive another former K&ESR name, namely "Rother" or "Juno". The latter would certainly be more appropriate to her size!

Winthorpe, Newark

Malcolm Shelmerdine



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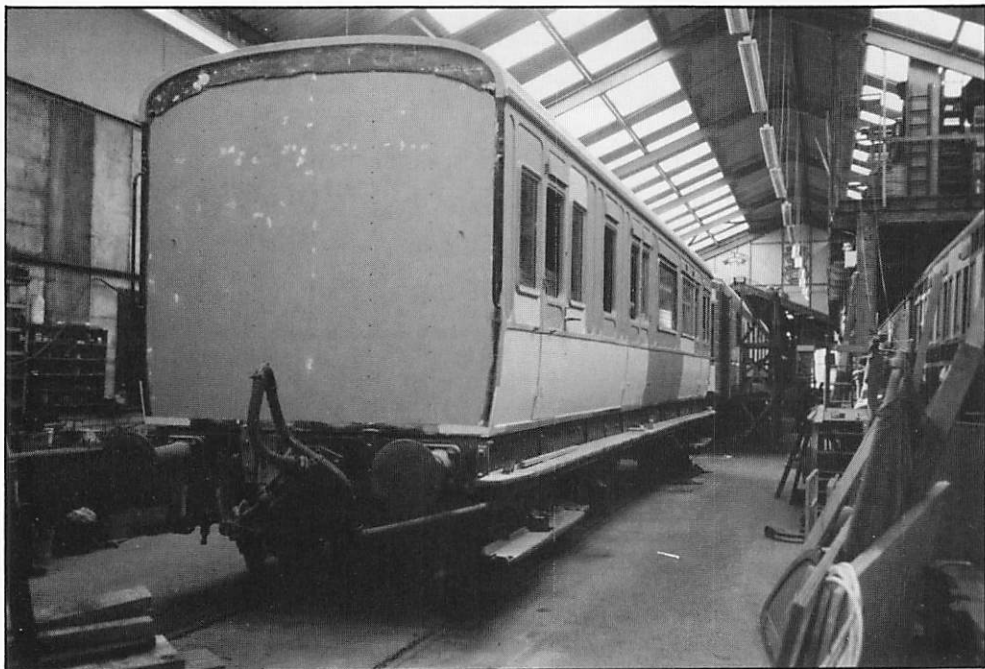
Restoring a Family Saloon

It is a long time since mention has been made of the Longmoor saloons and especially so for the two unrestored examples. The SECR saloon is owned by the Kent and East Sussex Locomotive Trust and money has been available for its rebuild since the original purchase appeal. Unfortunately Carriage and Wagon shed space and effort have not been available. In the meantime the Victorian train has become a great success story. The LNWR saloon has played its part in this if only because of its uniqueness and the attraction of being able to sit outside as the countryside rolls by. The disappointment has been that the train has become a victim of its own success. When the press of passengers waiting at Tenterden has become too great an entirely inappropriate BR standard MK1 coach is often added. Additionally the necessary regular revarnishing and repainting is difficult to schedule because all 3 coaches are always needed. The need for an addition to the Victorian train is evident.

Last year Andy Fielder offered to lead a team and make a start on the SECR saloon. He was previously engaged in laying the granite setts outside the Carriage and Wagon shed, which

has done so much to transform the view presented to passengers waiting on the platform at Tenterden. The initial problem was that the team was only four strong. As time has gone by the team has increased and over twenty people have now helped in various ways.

The Longmoor saloons, and their history, were described in detail in the *Terrier*, numbers 38 and 39. The SECR family saloon consists of a luggage van, a main saloon, a toilet, a lavatory, and a smoking compartment. The luggage van has had a guards handbrake added. The main saloon used to have a large sofa and two armchairs and the main entrance was via double doors on either side of the coach. The smoking compartment had fixed seats for 5. The coach was steam heated, though this has been removed at some point in the past. The SECR saloon, along with the LNWR and LSWR saloons were used on the Longmoor Military Railway for many years. They then passed into the hands of the Transport Trust and moved to the Severn Valley Railway. Apart from use in a number of filming jobs they were largely neglected, indeed the LSWR suffered from a great deal



The exterior of the Saloon in primer, September 1992.

(Philip Shaw)



(Left) Row of three recovered seats in the smoking compartment, luggage rack above. The three blank panels await the usual route map, mirror or advertisement. Note the newly wallpapered ceiling and magnificent light fitting. This picture is taken from the main saloon with the WC and wash basin off to each side of the corridor between the two compartments. 29th January 1993.

(Right) One of the two separate seats in the smoking compartment. 29th January 1993.



of water ingress through removed roof ventilators. The task of restoring the SECR saloon is one of a complete rebuild.

Work started in July 1992 to prepare for a working week on the coach later that year. The limited objective was to make the coach waterproof and prevent any further deterioration in its condition. A new roof canvas was put on and the necessary exterior panels were renewed. If sufficient carriage shed space had been found at the time then all of the exterior panels might have been replaced. The frame was found to be in excellent condition and very little work was required. The exterior was painted at the time to seal it against the weather. The exterior will eventually be finished in SECR Crimson Lake and lined and lettered appropriately.

While this work was in progress a start was made on the interior. In order to keep the

amount of work to a manageable scale, with the size of the team then available, the smoking compartment at one end was the starting point. The panelling needed the old French polish cleaned up and then repolished. The veneer was attended to at the same time. The ceiling was originally thought to be in an acceptable condition but, with more people joining the team and hence the effort becoming available, it was decided to replace it.

As it turns out this was a good decision as its condition was not at all good. The replacement paper for the ceilings is Anaglypta. The original paper was found to be Lincrusta but this now retails for £60 a roll and the ten rolls needed would have required savings in other areas. However, the now finished ceilings, throughout the coach, look superb and a credit to the team.



Frank Kent and Ken Lee stripping the main saloon ceiling ready to take the new wallpaper. Note at the end are the two remaining panels covered in the previous dark green moquette. Through the end door is the luggage compartment. 31st January 1993.
(John Liddell)

The seats in the compartment were restuffed and recovered over the Christmas period using a tapestry material. The choice of tapestry, rather than the more usual moquette, was influenced by the quantity required (the coach needs relatively little material and certainly less than the minimum order quantity for moquette) and that by using tapestry a more individual look and feel could be given to the seating helping to recreate the uniqueness of the coach. The long term worry is that the reduced wearability, even though the carefully selected tapestry material is relatively heavy duty by tapestry standards, will mean early replacement.

Work has been in progress since February this year on the main saloon. The amount of work has increased as problems have been encountered and as the team has continually raised its standards. The wall panels were originally thought to be of solid wood but in fact turned out to be walnut veneer. This had started to lift in many places and has had to be repaired as well as cleaned polished, and regilded as necessary. Where possible the original has been kept to save time and money

but the eight wall panels have been remade by a Brighton firm. Several smaller pieces, which were badly broken, have been repaired by the team. Despite the 90 years separating the old and new veneer there is no discernible difference even on close inspection. The seating in the saloon has been redesigned as the original concept of free-standing armchairs and a sofa was thought to limit the carrying capacity unacceptably. The compromise is to install bench style seats on either side along the walls. Seating 9 people on each seat this will make the coach more like a picnic saloon, which for its new role is perhaps not inappropriate. The coverings of the saloon seats will be the same as, and the style of seats similar to, the smoking compartment.

While the two main compartments have been the centre of attention the toilet and lavatory should not be forgotten. These have required considerable work to restore them to their former glory. The toilet basin has been repolished and the plumbing in general restored to a fully working condition, in addition to the usual panel and ceiling work. The method for filling the water tanks has

been changed from the original whereby the tanks were filled by standing on the roof with a hose. A filler pipe will be run inside the carriage and a filler point hidden under the frame accessible from ground level. The last compartment to be tackled will be the luggage van. This was converted to a guards compartment at some time in the past and it is intended to retain it in this role. The hideous (army style?) handbrake column will be removed and replaced with a more appropriate model. This vehicle will then deputise, as guards accommodation, for the GER 6-wheeled coach or be able to go on its own for party hire.

It was mentioned above that the steam heat had been removed. The various pipe runs have been identified by blocked up holes and it has proved relatively easy to fit heaters and the necessary pipe work. While the ceilings have been renewed the opportunity was taken to replace all the old electrical wiring and bring the coach up to modern safety standards.

It is always dangerous to discuss, far less predict, completion dates for volunteer-led projects, however, progress is now so rapid that a late summer in service date is a distinct possibility. A visit to the railway to view the

completed coach should therefore be planned for the autumn.

Finally it is pleasing for the Trust to note the hard work done by all of the team and to thank them for their efforts. Over 20 different individuals have volunteered their services to help work on the coach and it would be wrong to name just one or two of the whole team. To those others amongst us who would like, in a less physical sense, to help, the Locomotive Trust is ever-willing to receive donations to help with the restoration of its fleet of coaches and locomotives. Though the SECR project as a whole has not been delayed for lack of finance, certain aspects have been or would have been done differently and perhaps more quickly if more money had been available. In addition, to the on-going restoration of the SECR saloon and USA tank No. 21, a partially restored Birdcage coach awaits attention and money specifically for this project is now being sought. There is very little chance of company funds to help out in the near future with this restoration project. Please send donations to the Locomotive Trust Treasurer, Boris Perkins, at Tenterden Station, where, at appropriate times, one can also see the progress being achieved on the coach.

Duncan Buchanan

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A Question of Identity

John Miller reviews the uniforms issued to K&ESR staff over the years



Part of uniform of Bert Sharpe, c. 1946, preserved in the Museum collection. (John Miller)

The corporate identities of the old railway companies were established mainly by the liveries of engines, carriages and stations, but to some extent, the staff uniforms were also distinctive. Most railways made a point of displaying the company crest or initials on jackets, cap badges or buttons.

At the opening of the Rother Valley Railway in 1900, station staff were issued with uniforms liberally sprinkled with the "RVR" initials in brass. Standard uniform seems to have been a double-breasted serge top coat worn over a corduroy high-buttoned waistcoat, with peaked pillbox hat. The brass buttons had a circlet design.

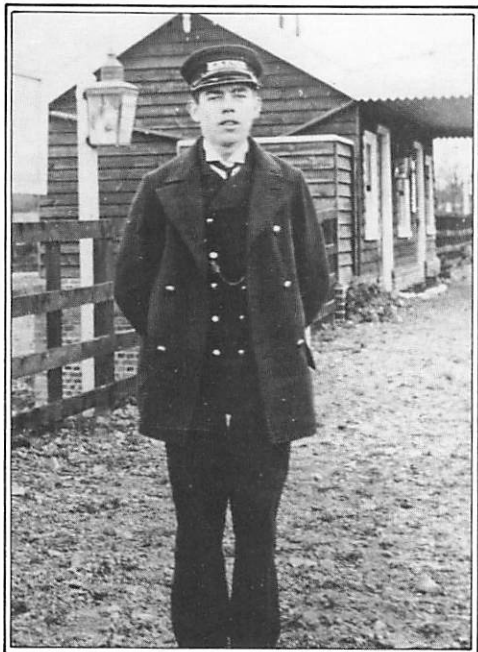
Following the change of name to Kent & East Sussex Railway in 1904, station staff appear to have been issued with a navy serge suit which included a long jacket and an under waistcoat, both double-breasted (and usually worn with wing-collar shirts). Pillbox hats were replaced with conventional peaked caps with brass cap

badges formed of the "K&ESR" initials. Froggatt's book on railway uniforms illustrates two early K&ESR buttons with different locomotive designs, one in brass and one in gilt, but no photographic evidence has been found to support this.

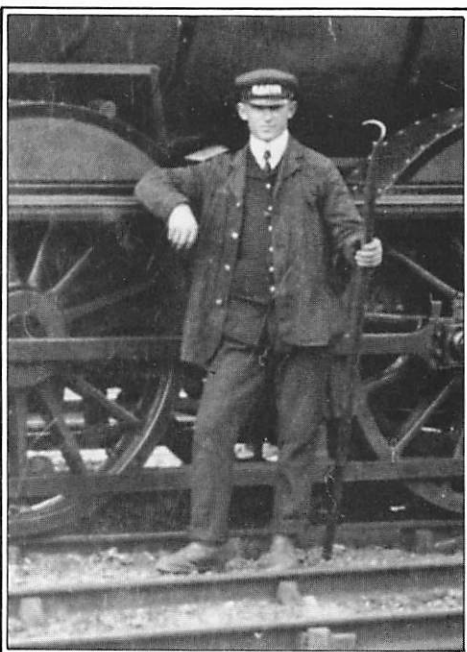
By 1910, the waistcoat had become single-breasted with six brass buttons and linen sleeves. For shunting and other dirty jobs, staff were issued with a heavy duty linen top jacket with four brass buttons. White shirts, which would not have been provided by the company, were at this time, worn with starched high down-turn collars. Footplate and works staff appear to have been issued with overall trousers and high buttoned jackets, and probably provided their own soft peaked caps. "Grease-tops" were not used at this time.

The Tenterden station agent, the most senior employee on the railway, was always issued with a slightly more impressive uniform. Two people only held this position: Arthur Taunt from 1903 to 1931 and George Dobell from 1931 to 1954. Both were given gold braid around the peak of their caps and Taunt appears to have had the company initials

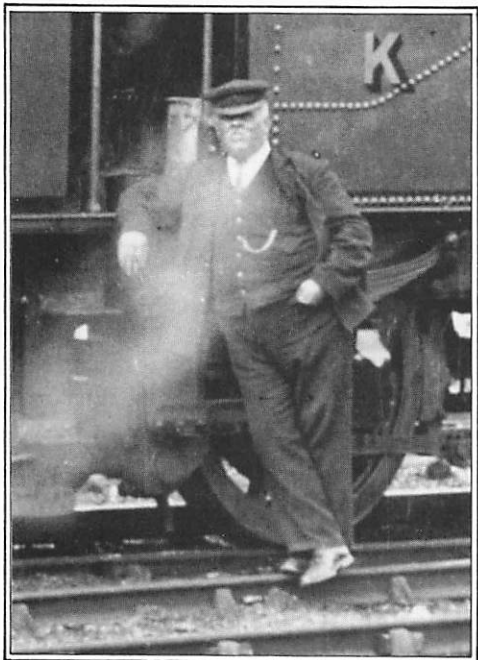
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Probably Mr. Borner, Station Agent at Frittenden Road, c. 1908. (Col. Stephens Historical Archive)



Porter, name unknown, at Tenderden Town, c. 1910. (Col. Stephens Historical Archive)



Arthur Taunt, Station Agent at Tenderden Town, c. 1910. (Col. Stephens Historical Archive)



Henry Cambridge, Station Agent at High Halden Road, c. 1938. (Col. Stephens Historical Archive)

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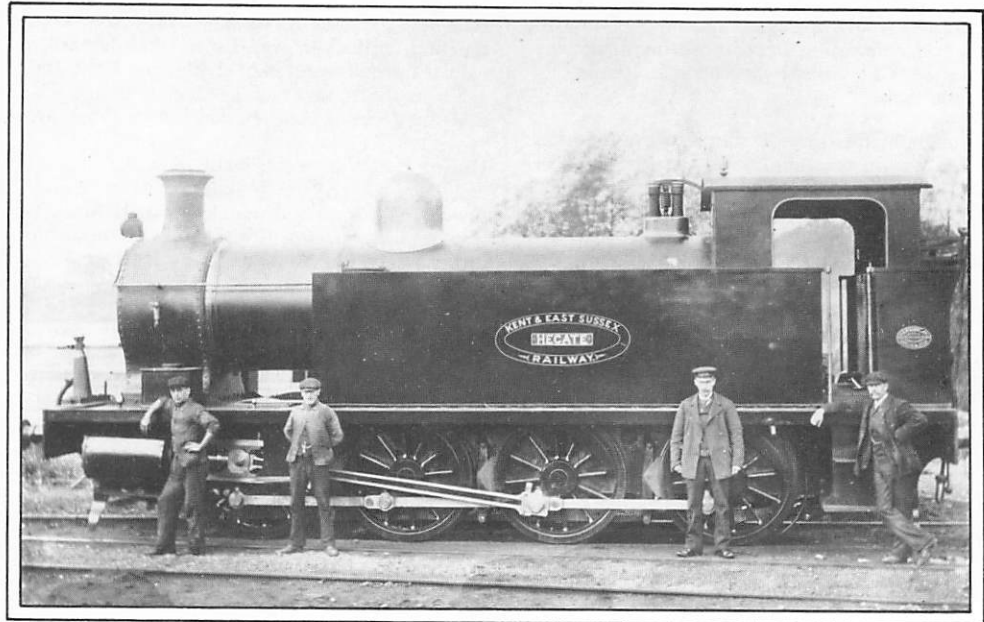
BOUGHT OF J. COMPTON SONS & WEBB, LIMITED

CONTRACTORS TO H. M. GOVERNMENT.

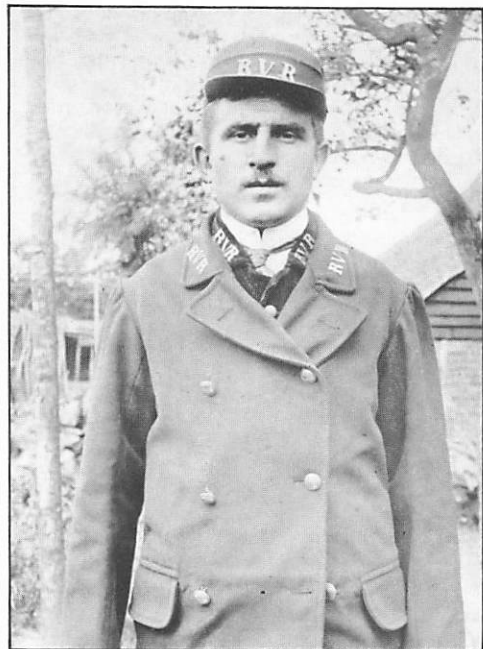
UNIFORM CLOTHING AND HEAD DRESS MANUFACTURERS

HD	NON0306. 1	Cap. lettered "K.E.S.R." in red worsted	5/6	5.	6.
		Total of Invoice.	5/6.		
		Plus 15% for purpose of calculating purchase Tax.	10.		
		Plus Purchase Tax 33 1/3 on	6. 4.	2.	1.
				7.	7.
		Plus 1/0 Charge for Post & packing.		1.	0.
				8.	7.
		Sent direct to:- Storekeeper, Rolvenden Stn.			6
		QUANTITY TO ABSTRACT D			

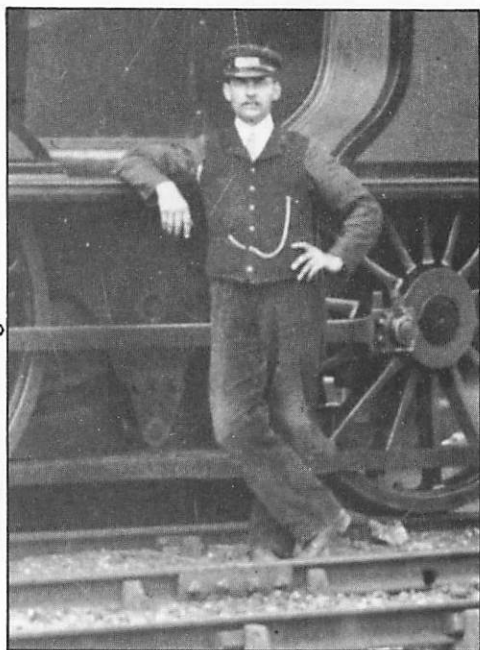
Month	Clothing	Supplier	Price £ s d	Employee
1942				
Jan	1 suit	Huggins	4 16 3	Batchup
Feb	1 cap	Compton	8 2	Packham
March	1 suit	Huggins	4 18 4	Packham
April	14 overalls	Green	8 16 10	for stock
April	1 cap	Compton	8 7	Cambridge
May	1 suit	Huggins	4 18 4	Cambridge
Sept	2 overalls	Green	18 5	Holdstock
				Sharpe
Dec	1 overall	Green	11 0	Vidler
1943				
Jan	1 jacket	Huggins	1 19 6	not given
	1 waistcoat	Huggins	1 1 6	
April	1 overall	Green	9 10	Soper
	12 overalls	Green	6 13 0	for stock
June	2 caps	Compton	1 2 11	Batchup
				Packham
July	2 suits	Huggins	9 19 4	Batchup
				Packham
July	1 overall	Green	9 10	Sharpe
August	2 overalls	Green	19 8	Vidler
				Packham
August	1 suit	Huggins	4 19 8	Harris
August	1 cap	Compton	10 7	Harris
Sept	1 overall	Green	9 10	Packham



*Engine crew, Rolvenden Station Agent and probably the fitter-in-charge, all names unknown, c. 1905.
(R.C. Riley collection)*



*Arthur Osborn, Station Agent at Northiam, c. 1902.
(Col. Stephens Historical Archive)*



Porter, name unknown, at Tenterden Town Station, c. 1910

(Col. Stephens Historical Archive)

worked in gold wire as a cap badge. Taunt also had contrasting braid (probably a lighter shade of blue) around the collar and cuffs of his top jacket.

Throughout this time, a standard brass button design was in use (until 1948), which was also used on the East Kent and Shropshire & Montgomeryshire Railways. (If Froggatt's book is correct, the same design of button was also in use on the Manx Electric Railway!) The button was plain except for a wavy design around the edge and a raised rim.

By the 1930s, the "K&ESR" initials were introduced on the collars of jackets and waistcoats. These were woven in bright red and attached by the jacket manufacturers. There were two designs; the first and most common had the initials in full on either side of the collar; the second had the initials "KE" and "SR" split between each lapel, (see photograph of Harry Batchup on page 29 in this issue). Woven red company initials also replaced the brass cap badges.

During the 1940s, and possibly much earlier, bib and brace overalls were issued to Rolvenden works staff and locomotive crews. Orders for staff uniforms and protective clothing were raised at the railway's offices at Salford Terrace, Tonbridge, and marked for delivery to the storekeeper at Rolvenden works. Three suppliers were used; Huggins for suits, Compton for caps and David Green for overalls.

Fortunately, much of the World War Two period paperwork has survived and from this we can get an idea of the frequency of issue and clothing prices. It has to be remembered that the K&ESR was then under wartime Government control and that conditions for

staff had been improved since the 1930s. Harry Batchup at Bodiam was, for example, issued with a new suit and cap in January 1942 and again in the summer of 1943. It is doubtful that this level of issue existed before the War!

During the War, a top jacket cost the equivalent of £1-95p; a waistcoat with linen sleeves £1-15p; a full double-breasted suit £4-25p; and a cap 30p. Overalls usually cost 48p but those for the Bedford Lorry driver cost 60p.

Following nationalisation in 1948, staff were kitted-out in British Railways Southern Region uniforms and the K&ESR initials disappeared.

None of the RVR or K&ESR brass caps badges are known to have survived. However, preserved in the Museum collection is part of the K&ESR uniform issued at the end of the War to Bert Sharpe, complete with brass buttons. The cap badge is of Southern Region origin.

K&ESR uniforms were seen once again when the railway re-opened in 1974 but for some reason, yellow was adopted for the company initials instead of bright red. Today, would it not be possible to revert to a more authentic uniform as part of our preservation? Perhaps we could take up the uniform style where we left off in 1948? And as the station agent at Tenterden was always the senior stations man, could we not return to a more appropriate dress than out-of-period frock coats, with perhaps some blue braid on jacket and gold braid on cap?

Reference book:
Railway Buttons, Badges & Uniforms by David J. Froggatt, published by Ian Allan Ltd, 1986.

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Incorporated in England.
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0/1466.
Newfoundland Road, Bristol 2.
4th May 1942.
1 Cloth Suit
Plus 16 2/3% Purchase Tax
plus 10% Uplift of 20p
Agent 62/6 4 2 6
13 9
2 3
£4 10 4
29th May 1942

the White Hart

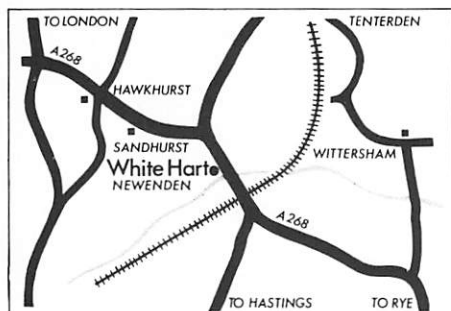
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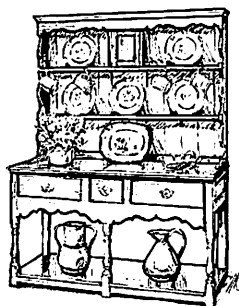
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