

The Tenterden Terrier



Number 62

Winter 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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THE TENTERDEN TERRIER

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

Bodiam Castle

A National Trust Property



The Castle is open every day from April till October between 10 a.m. and 5.30 p.m. or sundown if earlier, but closed Mondays from November to March. Closed over Christmas. Built in 1385 as a defence against the French, it still has a magical effect on every visitor. It is possible to climb the circular stairs to the top of some of the towers and battlements, and to enjoy far reaching views. Shop and restaurant/tea room in car park.
Telephone Staplecross (0580) 830436

Great Dixter

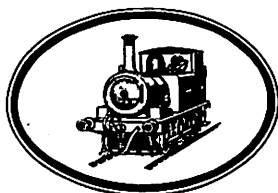


OPENING TIMES House and Gardens open Tuesdays to Sundays inclusive and Bank Holiday Mondays from 1 April to 10 October and 16/17 and 23/24 October. Open 2.00 p.m. Last admission 5.00 p.m. (Garden open from 11.00 on 29, 30, 31 May, Sundays in July and August and 30 August.

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



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FRONT COVER/FRONTISPIECE

Vintage Maunsell

USA No. 22 "Maunsell" in green livery, hauling two Birdcage coaches, approaches Tenterden Town, probably in 1975. This locomotive should re-enter service next year following an overhaul.

Sutton Leads the Way

No. 10 Sutton, then in "Southern" livery, replenishes her tanks at Northiam on the first day of public services, 19 May 1990.

Editorial

Spare a thought for the Management

It is disturbing to see so many unexpected personnel and job title changes taking place at the present time. This inevitably places additional stress on those who remain and until replacements can be found, continuity suffers. In the words of the Secretary, commitment to the Railway has to be balanced against obligations to family and job. So often, it seems, this balance is lost sight of and then it is the Railway that suffers, because in the last resort it is deemed to be expendable. Perhaps we should look at our job descriptions and time commitments more carefully, so that no-one takes on more than he can reasonably cope with and does not end up doubling for someone else. The Railway should be a relaxation for its working members; it should never be allowed to become a burden.

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Graphics by Vandyke Design
Printed by Batley Brothers Ltd, London SW4 0JN
1993

Secretary's Report

The revisions to the inside front cover amongst the directorate reflect the changing scene. Commitment to the Railway has to be balanced against obligations to family and job. This is true in all aspects of our operations, and the pressures on personnel are understood. Richard Osborn resigned because of a changed work commitment. Thankfully he will continue in his managerial role. We are glad to welcome Graham Smith and Bernard Sealy, co-opted with specific responsibilities in mind. Charles Masterson tendered his resignation at the Board Meeting on 25th September. This was accepted. Derek Dunlavy who has served almost without a break ever since its inception has also decided to make a break.

The Directors have been well occupied these last few months with The Business Plan. This is actually the culmination of several years' work in different guises, under different titles. Perhaps getting to Northiam was a dress rehearsal. They key to it all is Finance: hence the need to strengthen the Financial presence on the Board. (Bernard Sealy joins Paul Wilson.) Getting to Bodiam is only one aspect of our future development. There is still much to be done in the context of our present operating arena.

But, quite independently of the Board's deliberations, what we are all doing must form the basis of our future development. The week by week routine activity of working to make the Railway a popular venue for our visitors, for families, and enthusiasts, and not least for ourselves, the members and staff: this is vital, and this is what we shall build on, always with an eye to the Company's financial health. In the best Colonel Stephens tradition, this Railway has not been afraid to pioneer a number of things which other preserved lines have since taken up to their advantage. In the best Colonel Stephens tradition, we now look for fresh challenges.

I am, of course, conscious that less than 20% of members are also volunteers. As a member, are you "on the staff"? If not, may I suggest that you write to Adrian Chapman or Alan Wilcox to explore volunteering for yourself.

Several recent bequests received through the good offices of the relatives of deceased members have been gratefully acknowledged personally. This is a sensitive subject, but may I draw your attention to the benefit to the Company is a

bequest is willed at least three years before death? The Finance Department would gladly furnish details of what to do.

Finally, Members should note that the secretary can now receive FAX messages on his home telephone.

Derek Dunlavy

The wheel and Stonehenge have been around a long time!

It is not inconceivable that if he had been around at that time, it would have been Derek who advised the wheel inventors, and Derek who counselled the Stonehenge planners.

He was in at the beginning of the Company. His name appears on the list of subscribers to the Memorandum and Articles (1971). About this time he received honourable mention in Company correspondence from Her Majesty's Railway Inspectorate, and was, for many years, link man with the Department of Transport. He was a Director from that time, and, with a short break, he continued to hold office until this year.

Time and again, it was his grasp of essential strategies which guided the Company in its decision making. Latterly, his "hands on" attention became severely stretched, because his work had taken him to Doncaster. Now he has reluctantly relinquished office.

We say "Thank you, Derek", for all those years. Of course there were moments of conflict. Creative thinkers always produce some ideas which do not have universal acceptance. I am sure the odd druid must have weathered objections to the siting and design of Stonehenge . . . "You should see the one at Avebury!". Flat earthists probably scoffed at the wheel . . . "We've always managed without it!". But these things happened, and likewise, the thoughts and the improvements which Derek brought to the K&ESR also happened, and the Railway is the better for them!

Derek was temporarily absent from the Board when I joined the Railway as Secretary. When he was re-elected, I quickly became aware of his encyclopaedic knowledge of the K&ESR and its people. I was grateful for his unfailing courtesy and help to me, and I know that right now he must be missing life on the Board.

R.J.W.



"P" Class 1556 and train awaits the go ahead from Station master, Graham Hukins, at Tenderden Town Station on 5th September 1993.

(Sue Vickers)

Jack Davey

Members will be saddened to know that retired K&ESR driver, Jack Davey, died on 12 September 1993. A much loved figure on the Railway, Jack spent most of his working "steam" days on the Port of London Authority Railways before coming to Tenderden.

Locomotives

No. 3 (Bodiam). This loco has now been given a higher profile in Board discussions and various options are being considered regarding the boiler renewal or replacement and feasibility studies are taking place on both counts.

No. 8 (Knowle). Boiler work continues at the contractors and is awaiting further inspections by the insurance surveyor.

No. 10 (Sutton). In service, however the smokebox door suffered some burn damage and this has been temporarily repaired to enable the locomotive to continue in service until its current certificate expires in January 1994.

No. 11 (1556). In service.

No. 12 (Marcia). No change since last report.

No. 14 (Charwelton). Has been stopped for attention to boiler tubes.

No. 19 (Norwegian). Work continues on this locomotive albeit at a slower pace. However, much ancillary work is being completed with a view to an early return to steam of this, our only tender engine.

No. 21 (Wainwright). Final stages of restoration of this loco are now in hand. The cab is being refitted in September which was painted whilst being off the frames, and further painting and plumbing continues apace.

No. 22 (Maunsell). The boiler, which is still with the contractor, has passed its hydraulic test and now awaits the fitting of the smokebox.

Meanwhile work on the frames continues at Rolvenden with attention to the crossheads currently in hand.

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

No. 24 (William H. Austen). This loco has had its annual boiler inspection and is in service.

No. 25 (Northiam). Still awaiting workshop space for commencement of its 10-year overhaul.

No. 26 (Linda). This loco which came to the Railway in 1977, and was subsequently totally restored during the 1980's, has been sold. Her last working day on the K&ESR was 15th August and she left for her new home, The Mid-Hants Railway, on 23rd August. It is believed she will undergo a "sex change" on that railway where she will be out-shopped in bright green livery as No. 6 "Percy" of Thomas the Tank Engine fame.

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

No. 1638 (pannier Tank). Has been in regular service since attention was given to the flue tubes earlier in the season. The annual boiler inspection of this loco is due in October.

Diesel Locomotives

No. 41 (Ruston). In service.
No. 42 (Hunslet). Awaiting repairs.
No. 43 (Titan). In service.
No. 46 (D.2023). In service.
No. 47 (D.2024). Awaiting restoration.
No. 48 (D.9504). Awaiting restoration.
No. 49 (D.9525). Has returned to service following damage reported in the last *Tenterden Terrier*, and is currently undergoing attention to the brakes.
No. 08.108 (Dover Castle). This loco is in service following a complete repaint into black livery, primarily to appear as "Diesel" on the September "Thomas" weekend. It is likely that its original number 13174 will be restored to the cabsides.

Cranes

No. 316 (DS17700. Grafton). Out of service awaiting a mechanical survey and boiler inspection.
No. 311 (DS451. Taylor-Hubbard). Awaiting extensive mechanical repairs.
No. 336 (81S 36 Ton). Out of service with boiler certificate expired.
No. 305 (5 ton diesel). Awaiting repairs.

"Hastings" DEMU Vehicles

The two car set which commenced service in April has performed very well during the season and was strengthened by the arrival in August of a third vehicle, an all third class trailer car No. S60529, restored to the same high standards as

the two power cars. An article on these cars, owned by Hastings Diesels Ltd appears elsewhere in this edition.

"Derby Lightweight" Class 108 DMU

The Tenterden Railway Equipment and Traction Co. Ltd., which was formed in May of this year has taken delivery of its first rolling stock for use on the Railway. Two vehicles were delivered to Wittersham Road in August and comprise: Class 108 DMCL (Driver motor composite lavatory) No. 51571 from Old Oak Common Depot and Class 108 DMBS (Driver motor brake second) No. 53971 from Longsight depot. They currently sport different liveries, the former in Network Southeast livery and the latter in BR corporate blue/grey. The intention is to restore them to British Railways green livery complete with "cats whiskers" in due course, but in the short term it is envisaged that the NSE liveried car will be repainted blue/grey to match the other in time for the Diesel Day on Saturday 6th November.

Carriage and Wagon

Maunsell CK 5618 (K&ESR No. 56): Work recommenced on this vehicle on the 31st July, when it became the focus of attention for the duration of the department's working week. During this time, the majority of the repairs to the vehicle's framework were completed, along with those to the roof, which was then prepared for the fitting of a new canvas. New galvanised steel panels were also prepared for fitting, and by



Ex-GWR Pannier 1638 heads the vintage train as it approaches Tenterden Town Station on 5th September 1993.

(Sue Vickers)



Birdcage No. 60, stripped to the frame due to rot problems, awaits re-building in the carriage siding at Tenterden in July 1993.
(Philip Shaw)

the end of the week, the majority of one side of the vehicle had been reclad. Since then, further work carried out to the exterior has included the fitting of the roof canvas, and the majority of the lower steel panels to the other side of the vehicle, while internally, the refitting of the wooden mouldings to the first class compartments continues to progress well. The buffers and couplings have been stripped from both ends of the vehicle, along with the corridor connections, and a start made on dismantling the brake gear, in readiness for a complete overhaul of these respective aspects.

SECR Family Saloon No. 177 (K&ESR No. 84): This vehicle has now had the signwriting and lining completed on one side, along with the varnishing of this area, and now presents a most impressive sight to behold. Work on the interior of the main saloon has been progressing well, with most of the wooden panels and mouldings having been reinstated, and this area is now awaiting the return of the seating from the trimmers. Work on the vacuum brake pipes has also been completed, although a fair amount of minor work remains to be carried out on the running gear.

GWR Railcar No. 20: The mechanical aspect of this vehicle is currently the main focus of activity, with the removal of one of the cylinder heads from the No. 1 engine having been carried out recently, in order to facilitate the removal of a broken head bolt. This operation was successfully executed, and the engine

reassembled. While this took place, the opportunity was taken to clean the exhaust manifold and down-pipe, and treat them to a coat of heat resistant paint. The vehicle has also had the floorboards lifted along one side of both passenger saloons, in order to gain access to previously inaccessible items located beneath the vehicle.

Mark 1 TSO No. 85: This vehicle entered the shed in August for full external refurbishment, which is now progressing well. Owing to the state of the wheel sets on one of the bogies, a new pair will be acquired and overhauled, and then fitted to this vehicle, while its old pair will be overhauled as required, and retained as spare items.

The department also recently played host to a group of trainee carpenters and painters from the Greenwich Training College for a week. During this period, much good work was carried out by the 14 strong group, with the carpenters manufacturing a superb new set of running boards for the SECR Family Saloon, while the painters made light work of priming and undercoating one side of Mark 1 TSO No.85, as well as engaging in surface preparation of the other. Their efforts were very much appreciated, and it is hoped that this visit will be the first of many by the college.

In order to meet the demands of routine inspections and maintenance, as well as easing the workload of the department's Chief

Examiner, a team of examiners has been set up, with each examiner having been allocated a specific responsibility. The positions now covered by individual examiners are those of carriage brakes; areas above the sole bar, such as plumbing and bodywork; and wagons.

As usual, anyone who is interested in getting involved with the department's activities is invited to come forward, so if you fancy the prospect of participating in either the areas of restoration or routine maintenance, either turn up at the Carriage and Wagon shed on any Saturday or Sunday in person, or call one of the following people: Chris Cheney, on Tenterden (0580) 765511; Andy Fielder on Eastbourne (0323) 767434; or Chris Davis on Whitstable (0227) 275675. Rest assured that in either case, a friendly reception and warm welcome will await you!

Finally the month of June saw the retrieval of the two SECR coach bodies (LCDR/SECR No. 3062, and SECR No. 2947) from their resting place behind the buffet, and their placement upon two PMV underframes. They are now sitting in the No. 3 carriage siding at Tenterden, awaiting their turn for restoration.

Permanent Way

The summer time quiet period for the department, while the operators do their best to test the quality of the track, has as usual proved to be not so. Firstly there has been some finishing off work to the Rabbit Warren. Some of the fishplate gaps, left until the tamping was completed, required to be welded. Due to the pressure to run trains this had to be done early on Saturday mornings before the service. Only one hold up occurred, and this was due to a machinery failure. The embankment has required to be tamped once with our own 05 tamper, because of expected settlement, but otherwise the winter's work seems to be holding up well. The fence on both sides of the works has been renewed such that it should be stock proof for many a year to come, unlike previously! It is hoped that the temporary speed restriction can be completely lifted early next year.

Odd jobs performed during the summer months include a continuing programme of spot re-sleeping on the remaining sections of wooden sleepers track. This took place almost every weekend over 3 months. In addition to the mainline track, sections of Tenterden yard were also resleepered and not once interfering with the usual run of trains. Along the 91 1/4 lb rail near Gazedown Wood many wooden keys have

been replaced with metal keys, which were obtained from a pattern made for Irish Railways.

Most of the remaining track panels from Appledore have been stripped leaving only one stack of 13 to clear. In addition at Wittersham, the staff messroom from Tenterden has been acquired as a proper Permanent Way staff messroom. This has replaced one of the old grounded wagon bodies previously located against the fence.

Lastly during this quiet period, the gang has pre-assembled a point to be put in to gain access to the isolated siding at Northiam. The point should shortly be in place and the siding connected, thus releasing the stock trapped there since shortly after Northiam opened.

Signals & Telecommunications

The busy Summer operating season requires S&T equipment to be constantly maintained and checked so as to ensure good reliability bearing in mind that it is not always possible to provide immediate technical assistance during the week, although for some time now a paging number has been available for signalmen to contact in the event of technical difficulties. Apart from general maintenance, department staff have been continuing to progress current projects including the ground frame installation at Wittersham Road and the telephone exchange at Northiam where the intricate task of wiring the equipment has been pursued on most Saturdays.

A department engineering train was run on Saturday 4th September in order to move materials and equipment, in particular, to Wittersham Road where an electrical equipment cabinet and girderwork were needed in connection with the ground frame project. The opportunity was also taken to clear up materials left over from completed jobs and equipment previously delivered by road and left lying at several locations at Rolvenden and Wittersham Road.

S&T technical work on the 'No Signalmen Key Token Working', described in the last Terrier, is now virtually complete but will require final testing and approval by the Health and Safety Executive Inspector before being brought into use, which hopefully, should be finalised in early November.

Building

Efforts of this department were concentrated in the early part of the season on the completion of the catering facility at Northiam which in fact was open for service by July, and providing a



Charlie Masterson (above) applies final touches to a seat end, whilst Gordon Young tends to the seat frames of the SECR family saloon, 18th July 1993.

(John Liddell/John Miller)



very useful addition to our operation at the end of the line.

Following this, our stalwart building department manager, son and sundry helpers from other departments descended upon Tenterden to clear the site vacated by the "Ashford" four wheel coach bodies from the rear of the Buffet and prepare it for the incoming portacabins. The area was levelled and then the concrete bases for the two cabins were laid. Once the said cabins were delivered and lowered onto their bases the task commenced of wiring, plumbing and generally fitting out. This process is taking place at the moment and must be accomplished to a high standard as one of the units will be used as a food preparation area eventually.

Other building department tasks undertaken this Summer have included the painting of Cranbrook Road and Tenterden Town crossing gates. This work was carried out by the Wilcox family from Medway. Future projects for the building department include Northiam Signal Box, Northiam Platform Shelter (ex-Headcorn) and the renewal of Tenterden Station roof, all subject to our current strict financial budgeting. If, however, someone were to sponsor one or other, or all!!!, of these projects then work could commence immediately . . .

Fire, Health & Safety

Safety legislation still takes the most time to get to grips with. The department is now gradually building up a team of experts to deal with it, but it is a long slow process. Roland Meek, our Fire Officer is attending a course on the maintenance of fire equipment, such as extinguishers.

Dave Green and Mike Thorn continue to sort through the railways electrical systems and electrical appliances.

Instructions on the "Safe Use of Ladders" has been issued to all departments and Carriage & Wagon have constructed new working platforms, the old ones having been destroyed for being unsafe. New ladders have also been purchased.

Commercial

This year's events, held at the rate of one per month from June to November, have so far proved very successful.

June 25th and 26th saw Sir Topham Hatt, better known as the Fat Controller, take charge of the line for two days of special entertainment. Hundred's of children (with their parents and grandparents) laughed with the clown, watched Punch and Judy shows, were enthralled by the

"Thomas" model railway, bounced on the inflatable castle, rode on the roundabout and pump trolley.

That was in addition to meeting the main "stars" of the show, namely the Fat Controller and Mrs. Kindley, who posed for countless photographs. The "Friends of Thomas" were in action pulling trains to Northiam and back and shunting the troublesome trucks around Tenterden Yard. Christopher Awdry again visited and very kindly spent much of the weekend autographing books from the ever-popular series.

Over 4,200 visitors attended the event of which some 3,600 travelled on the trains. The Fat Controller was back in September and this time, much to the delight of his young fans, brought naughty "Diesel" with him to keep the troublesome trucks in order. On what seemed like the only two dry days of the month (18th/19th) the crowds were again out in force with over 3,000 travelling and a further 800 paying for the "show" alone. Many thanks to all who played a part in making these events so successful.

Sandwiched between these two family weekends were a couple of events aimed at the more serious minded visitor. As part of the English Tourist Board's Industrial Heritage Year, the railway staged an "Industrial Transport Weekend" on July 17th/18th. In addition to the usual passenger services, a series of demonstration goods trains including a coal train, parcels train and mixed train were operated. Passenger numbers received a welcome boost over the weekend and a number of the newly-introduced lineside photographic permits were sold to enthusiasts.

This year, the "Good Old Days" moved to August 14th and 15th and the revised date and improved format of the show attracted over 3500 visitors, over half of whom rode on the trains. The event marked two silver anniversaries: 25 years of the television classic "Dads Army", first broadcast by the BBC in 1968, and the end of steam trains on British Rail.

Tenterden Station took on the atmosphere of 1945 complete with sandbags, camouflage nets, a Home Guard platoon and vehicles from the period including a Stuart tank. Bill Pertwee, well known as Warden Hodges attended on Sunday to sign copies of his official book to mark the anniversary of "Dads Army".

The event had something to appeal to people of all ages and the station site was filled with many

showman's engine completed the carnival magnificent set of gallopers driven by a splendid and Victorian fairground rides featuring a traditional crafts, cheerful clowns, a jazz band and memories for many visitors. Demonstrations of and Trix Twin Railways rekindled childhood Meccano models together with Hornby Dublo including a travelling shop. The display of were joined by vintage cars, buses and vans and '30s. A traction engine and steam roller aspects of daily life from the 1920s, '30s, '40s,

the most popular events in the Railway's calendar.

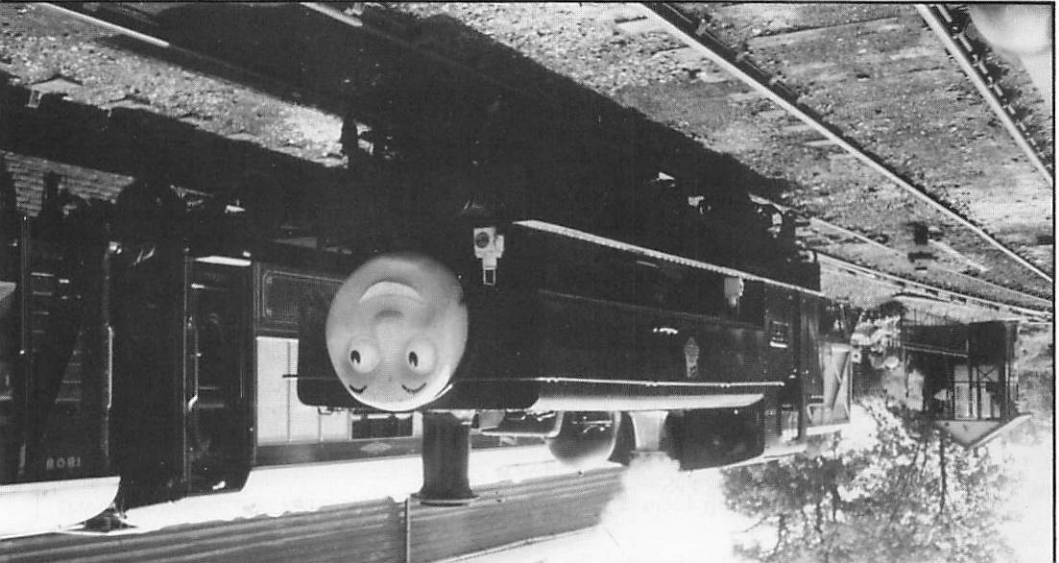
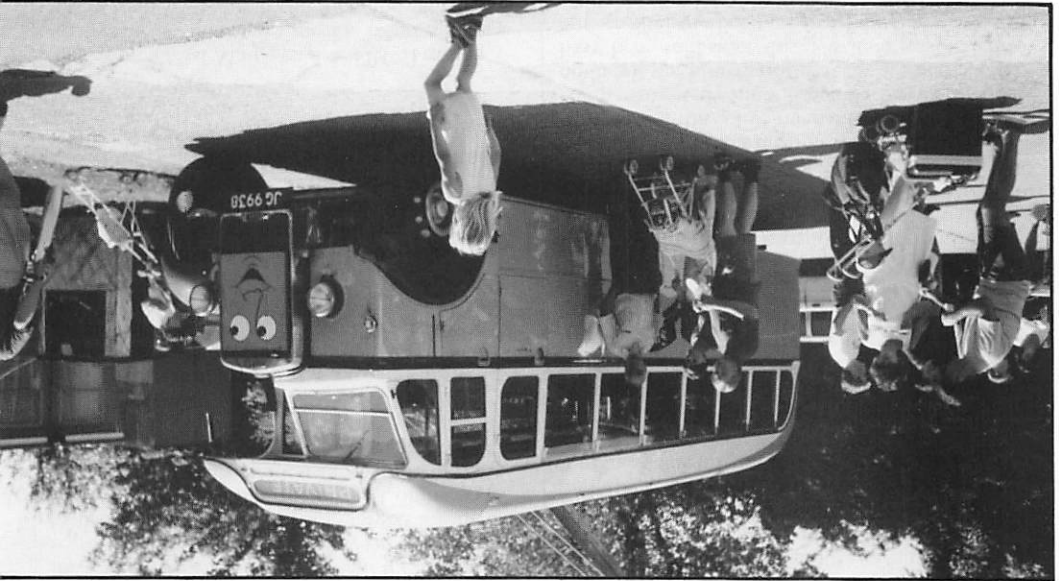
Six engines were in steam for the event providing a half-hourly service to Northiam. No. 26 "Linda" carried a headboard recalling the end of BR steam in August 1968 - coincidentally the weekend was the last in the engine's K&EFSR career!

Plans for the final two special events are in hand including "A Century on Rails" and the "Diesel

atmosphere.

(Doug Lindsay)

June 25th and 26th saw the Railway play host to the Friends of Thomas the Tank Engine, always one of



Day" on October 16/17 and November 6 respectively.

Of course, the department has also been busy with the extended period of daily running. By the end of September passenger figures were over 1,500 up on 1992, despite the poor attendances before Easter.

Humphrey Bennett, who was appointed full time Catering Manager in April, (see *The Tenderden Terrier* No. 61) left the Company on 8th September for personal reasons. His short period with us did however highlight some of the strengths and weaknesses of our catering department and Humphrey brought in some new initiatives, some of which may well be permanently instituted. His post was latterly amended to that of Commercial Manager and he is succeeded in this new post by Gillian Howie who commenced service on 10th September. Gillian is on a fixed term contract for four months to see us through the rest of the season ensuring that the railway's revenue is protected and that the income targets are met. During this period the role of the Commercial Manager and our commercial operations can be reassessed before a permanent appointment is made.

Gillian has an impressive background in the catering industry having trained in all aspects of the business with Forte UK, and has many qualifications in the field.

One of Gillian's priorities will be to look at the present problems associated with our Wealden Pullman service and, in discussion with everyone involved in the running of the train, advise the Board on policies for the future as part of the Railway's Business Development Plan being prepared by Robin Dyce.

The commercial Manager is a TRC Trading appointment and carries specific responsibilities for: Station Catering (Tenterden and Northiam), Train Catering (Rother Valley Luncheons and Wealden Pullman), Charter Trains, Special Events and Filming.

John Bourne has stepped down as Chief Stations Inspector, in order to concentrate on his duties as Joint Station Agent, Northiam. The opportunity was taken to revise the Management structure and David Campbell has been appointed to the new post of Commercial Operations Supervisor to assist Graham Hukins with the day-to-day running of the department, while Graham Smith has taken on the role of Chief Station Master.

Finally, many thanks to Gerald Beck who has retired as Station Agent, Wittersham Road after eleven years of cutting the grass, tending the gardens and maintaining the paintwork at this most rural of stations. If you are interested in caring for Wittersham Road then please contact Graham Hukins.

Shop

After a relatively slow start to the year trade gathered pace as a return was made to daily running.

This year has seen more prudent thinking as regards monthly budgetary targets, which were increased by approximately 3% over 1992, and turnover to date is slightly in advance of target. Sales have been rewarding and there are signs that spending power is now returning as we appear to emerge from the recession.

Our Thomas the Tank Engine collection now accounts overall for some 30% of turnover and gives excellent profit margins. We have a reputation in this area and the tail end of 1992 and 1993 saw people being referred to us for purchases (even from the national chain stores).

The Thomas Event, held in June, was another great success. The stall eased the pressure on the shop area and this along with the Thomas book stall in the marquee led to sales matching those of 1992.

Book and video sales are on par with 1992, and here Donald Wilson is concentrating on turning his stock over quickly.

A new Souvenir Video retailing at £5.99 has just been added to the souvenir stock and caters for those who want a live memento of their visit, in comparison with our still popular specialist video outlining the history of the Railway. Some 150 have been sold since this new item was added to our stock at the beginning of July. They are also available through our mail order service.

Hopefully sales will hold up to the end of the year. Stocks in certain lines are now exhausted and this will allow for the stocking of new and replacement of the ever popular items in 1994, with variety to meet ever increasing public demand.

Staffing has again been difficult in 1993 due to the long opening hours which some volunteers are unable to work. A mini shift system has not been possible due to lack of numbers, and increasingly Arthur Moore and Angela Clarke-Monks have been involved in shop cover.

Despite the shortage, those volunteers who are loyal to us have more than pulled their weight and have helped out in emergencies more than once.

Membership

At time of writing (end September) 250 new members have joined since 1st January.

A hearty welcome is extended to Malcolm and Sylvia Winter who have been appointed Assistant Membership Secretaries. Duties include collating and recording membership renewals as passed to them by the Renewals Secretaries which will give much needed relief to the Membership Secretary who has, latterly, been buckling at the knees.

The perennial problem of volunteer staff shortage is being tackled vigorously by a small working group set up for that purpose and also to encourage membership recruitment in general.

Finally, the report in July's Lineside News mentioned problems with the membership computer program. It is emphasised that this was not whilst under the control of Bob Parsons of

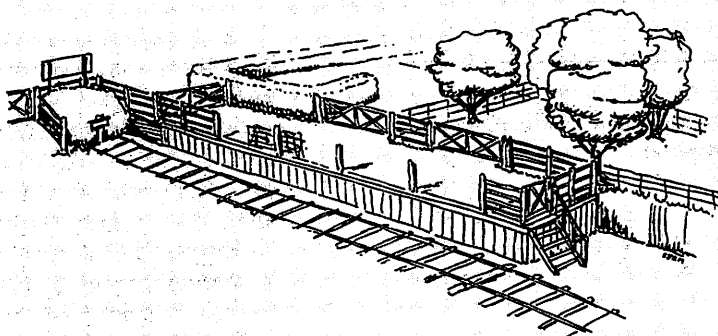
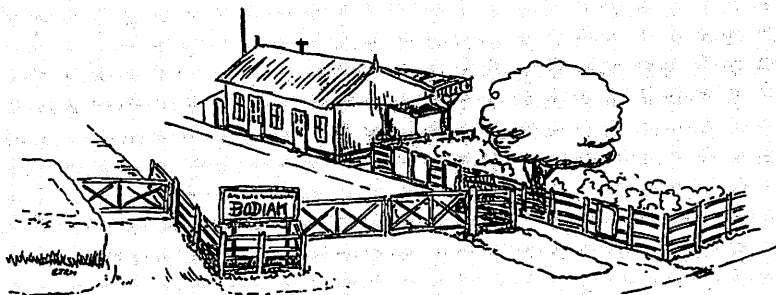
the Computer Clinic at Wyc. In fact Bob did a stupendous job reprogramming to eliminate the problems and the Membership Secretary is most grateful for his continuing help and dedication.

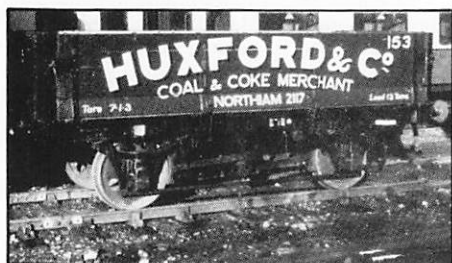
Bodiam Station Project

During the summer months work has continued on the building and the site generally, though there has been delay whilst waiting for a carpenter to fit a new threshold to the waiting room entrance from the forecourt.

Hastings Community Service group has started work on rebuilding the cattle dock but old sleepers are still required - unfortunately, sleepers replaced on the operational line are being sold rather than made available to the Bodiam project.

Two sketches are shown here which give an impression of how the road frontage and cattle dock should look; these are based on old photographs and the descriptions of local people. When the station is once again operational, the cattle dock might be a suitable position for a van converted for gift shop use without detracting from the unspoilt nature of the site.





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At the Halfway Stage

John Emmott reviews how passenger numbers have fared so far this year

The figures really have been quite encouraging - the month of August was an all-time record and it will be noted that despite the recession, total numbers at the end of August were running up on last year, notwithstanding the curtailment of services at the beginning of the year due to the need to make engineering repairs to Tenterden Bank. At the end of June (the latest figures available) total fare income amounted to £83,979 compared with £84,870 for the same period last year and we cannot hope to boost our revenues much in times of low inflation.

* * * *

The pattern of services is changing - school parties have been declining for a number of years and have halved to around 1100 this year; on a more positive note, the introduction of on-train catering - Sunday lunches and afternoon teas - has been well received by customers. Can we derive any comfort from these figures? Most certainly yes; we are holding our own in difficult times, but costs must also be kept in check if we are to balance the books.

	1988	1989	1990	1991	1992	1993
Jan	-	-	420	580	702	-
Feb	-	-	1301	534	855	735
Mar	-	6863	1614	4511	1684	768
Apr	9661	3668	9924	5159	7630	8440
May	6016	6075	10082	6892	7790	6946
June	8304	6968	8475	7515	9382	10902
July	10366	8870	11969	9464	9854	10149
Aug	15278	16098	17389	14873	18006	18433
	49625	48542	61174	49528	55903	56373
Sept	4411	5593	7396	6701	6537	
Oct	2616	2989	2350	2346	2453	
Nov	967	1450	1211	1333	2401	
Dec	12424	14565	14119	13203	12267	
	70043	73139	86250	73111	79561	

(Note: Wealden Pullman/charters excluded)



Headcorn - 1938 and 1993



The weekend of 2nd/3rd October marked the end of an era at Headcorn when the final remains of the K&ESR platform face were bulldozed away to make way for a new passing loop in connection with the Channel tunnel improvements. The photograph (top) shows the Station as it was in 1938, and contrasts vividly with the same position in July 1993 after the undergrowth had been cleared.

(Tenterden Railway Company / Philip Shaw)



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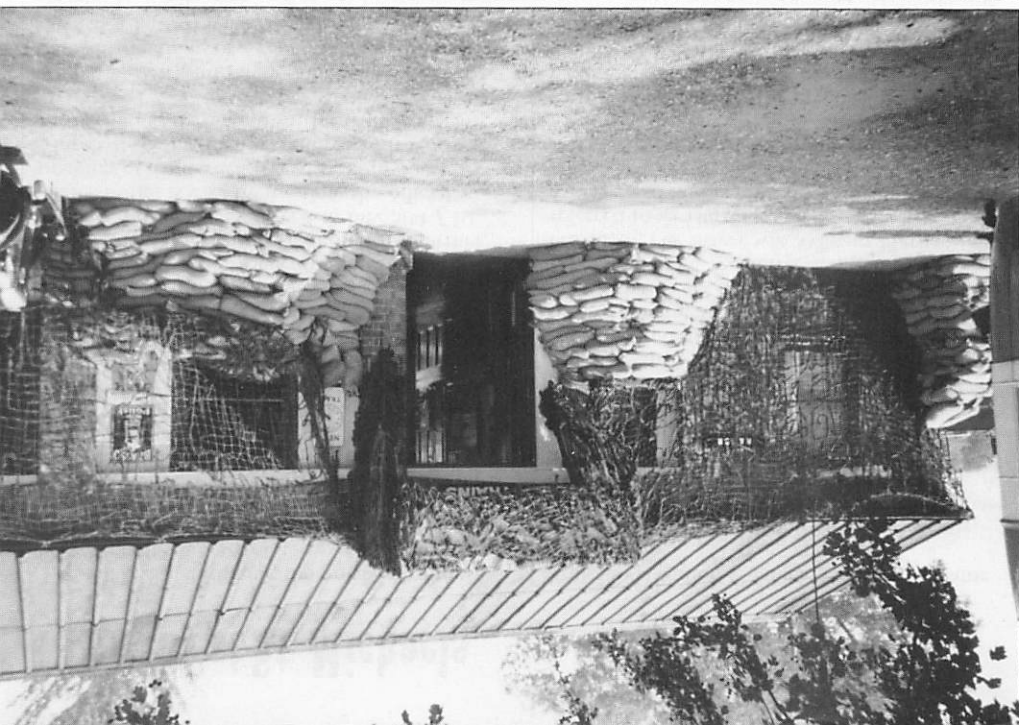
GET MOVING TOMORROW

Gold Old Days - 1940's Style

Dad's Army, now celebrating its 25th anniversary year, was the theme of this year's "Good Old Days" event, held over the weekend of 14/15 August. In addition to the usual attractions of vintage vehicles, an Edwardian carousel, Showman's engine and steam road vehicles, an authentic military atmosphere was provided by the Fort Newhaven Military Display Team.

Bill Pertwee was in attendance as Air-raid warden Hodges; Corporal Jones was played by Mick Larkin and Captain Mainwaring by Ralph Harvey. The event was deemed to be a great success and the main contributory factor to the record visitor numbers seen in the month of August.





A Tragedy at St. Michaels

The toll of life in driving the great rail routes over Woodhead or Ais Gill is well known. But civil engineering is a dangerous trade, and even railway byways like the Headcorn extension of the K&ESR have their melancholy stories to tell. One such is that of Frederick Thistleton.

The contractor for the short extension of the original Rother Valley line from the present Rolvenden station to Tenterden Town was William Rigby, and he was also awarded the contract for the much longer extension to Headcorn, at a cost estimated at £51,100. Rigby's seems to have been the only offer considered, largely because he and his partner, William Burnett, had agreed to buy 500 £10 shares in the RVR. By the time the official opening of Tenterden Town station, on 16 March 1903, his men were already at work further along the line towards Headcorn.

Rigby, a man with memorable whiskers, had gained something of a reputation in his younger days as a hard-driving but fair employer who could give his navvies as good as he got by way of language. By the early 1900s, however, he was engaged in several big contracts for the South Eastern & Chatham Railway, among them a new pier and other major engineering works at Folkestone Harbour, and several portions of the widening between London and Orpington, and no doubt he rarely found time to visit Tenterden. Day to day management was left in the hands of his agent William H. Coombe. Coombe's duties extended beyond engineering—for example to appearing before the police court to plead for leniency in the case of one of Rigby's navvies who had been arrested by P. C. Byerley for stealing a half hundredweight of coals one January.

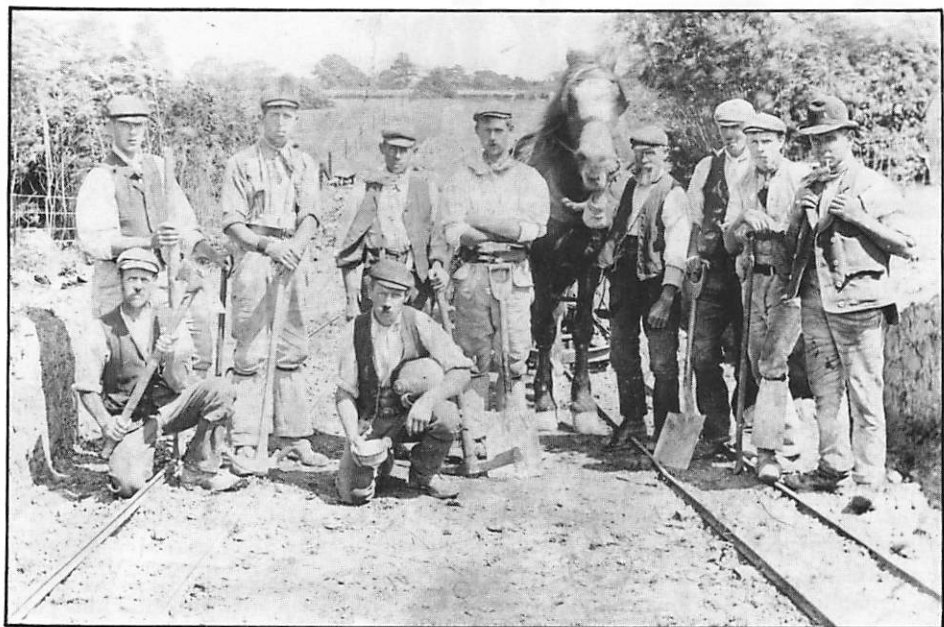
Some of the heaviest work on the line was between Tenterden Town and St Michaels, where a succession of cuttings and embankments led up to the tunnel under Shoreham Lane. At first, a light, narrow-gauge railway with horse-drawn tipper trucks had been used to move the spoil, but by mid-1904 standard gauge metals had already been laid and Rigby was using at least two steam engines. By a curious coincidence, in view of our present Terrier No. 10, one of them was named "Sutton". This locomotive has not definitely been identified yet, but was very possibly a Hunslet 0-6-0ST (works number 187 of 1877), which had once been used by the contractor Joseph Firbank in building the Midland Railway line from Water Orton to

Walsall via Sutton Coldfield, whence its name.

On the fateful day, Wednesday 8 June 1904, work was in progress at a cutting at St Michaels, just under a mile north of Tenterden Town. At about 10 am, two locomotives set off from the cutting towards Tenterden. Ahead was a light engine and behind was "Sutton", running bunker-first and pushing nine side-tipping wagons which had just been filled with earth dug from the cutting. Balanced on the two wagons next to the engine were about half a dozen heavy planks, 18 feet long and 9 inches by 3½ or 4 in section. "Sutton's" footplate was crowded. The driver was William Harden (also referred to as Harding in some reports), an experienced and careful driver, who had been with Rigby & Co. for five years, and had been driving "Sutton" for three months. Thomas Morley, a lad of 18 helped him as fireman and rope-runner. Also on the engine were William Coombe, the agent, Sims Finnis, a local lad of 14 employed as a point turner who had been sent to Tenterden to fetch a saw, and two labourers, Arthur Stevenson and Frederick Thistleton, the latter a 27 year-old man who originally came from north Lincolnshire. For reasons which we shall probably never know, this pair were both working under assumed names, Stevenson as Cook and Thistleton as Smith.

Coombe told Stevenson and Thistleton to watch the planks, and put them straight if they started to slip, and Harden to go slowly, as he had plenty of time. He then got down from "Sutton" and on to the light engine in front, so as to get to Tenterden quicker.

Harden moved off at about four or five miles an hour. As the train reached the end of the cutting, where the gradient down towards Tenterden stiffened to about 1 in 80, the loaded wagons, instead of being pushed, started to pull "Sutton" down the incline, and Harden eased the brake on. Meanwhile, Thistleton was busy making a cigarette (still regarded as a rather new-fangled habit, brought back by the soldiers from the South African War) and borrowing a box of matches from Morley to light it. No doubt he felt that a ride on the engine on a summer's day made a pleasant change from shovelling clay. Thus occupied, the group on the footplate failed to see that two of the planks were beginning to shift. At last Morley shouted a warning and Harden tightened the brake, but it was too late. The leading end of one of the planks had slipped from the wagon further from the engine and



The Construction Gang at St Michaels, 1903.

(Colonel Stephens historical archive)

stuck into the earth, while the other end slid along the side of the wagon nearer the engine and became wedged under the lip of the coal bunker. The train shuddered to a standstill, but the terrific momentum of nearly a hundred tons, even moving at walking speed, was enough to stave in the right hand side of the coal bunker and force it into the back of the firebox. Harden was hit by the brake handle and was first to be thrown off the engine, slightly injuring his right arm and left knee. Thistleton took the full force of the blow on the right side of his chest, breaking most of his ribs. Morley was hit on the forehead and concussed and Stevenson injured his thigh.

The impact also broke "Sutton's" gauge glass, and the resulting escape of steam gave Coombe, on the light engine which was by now about a quarter of a mile ahead, his first warning that something had gone badly wrong. The light engine was driven back at full speed to the scene of the accident. Thistleton was lying unconscious on the bank, supported by the driver, Harden. Dr Paget was called, but Thistleton died almost immediately without regaining consciousness.

An inquest was held later that same day at the St Michael Schools. Morley and Stevenson had

not recovered sufficiently to attend, but evidence was given by Dr. Paget, Coombe and Harden. The jury brought in a verdict of misadventure, criticising the fact that the planks had not been fastened to prevent them slipping.

The matter was gone over again at a public enquiry by a Board of Trade inspector of railways, Major-General C.S. Hutchinson, held at the White Lion Hotel in Tenterden on the 13th July following, when Coombe, Harden, Morley and Finnis gave evidence. Stevenson had gone away since the accident and could not be traced; no doubt he feared the results of the publicity the accident had received. On this occasion, Rigby & Co. were represented by a lawyer, Mr. J. Munn Mace, who reported that the contractors had paid some compensation to Thistleton's widow, but put the blame for the accident on lack of attention by Thistleton and Stevenson.

The accident seems to have caused little delay to the construction of the extension, which opened to public traffic the following year, on 17 May 1905, but should serve even today as a reminder of the dangers of shunting wagons carrying unsecured materials.

Tom Burnham

On Track for Preservation

On Thursday 1st July 1993 the two "Ashford" 4-wheel coach bodies were lifted out from behind the Buffet where they had been in store since 1986, and placed on PMV underframes. For the first time since 1921 they moved along railway track on the next stage towards restoration to running condition.

These two 4-wheel carriages have a particular interest for Ashford for they were rescued from a bungalow in Kingsnorth Road, Ashford, by the Ashford Area Group in 1986 (see *The Tenterden Terrier* No. 40, page 20). They had been completely encapsulated and kept dry since 1921 when they were put on site by a Mr Larkin of the Mechanics Institute, a building that still survives in the Old Ashford Railway Works. Sadly two of the four carriages forming the bungalow had been so badly cut about by the last owner that they were not recoverable, but they provided a great deal of useful material for the restoration of the remaining two, and one complete compartment of the 5-compartment Third No. 3022 has been saved for future display in the Tenterden Railway Museum.

One of the rescued bodies is a Brake Third No. 3062, built by LCDR in 1879, but the other is a 4-compartment 40-seater 2nd class built at Ashford to the LCDR design in 1901 to strengthen Chatham suburban trains, and thus was only in service for 20 years before withdrawal.

Now they await space in the carriage shed, there to be restored and brought into service to form a unique and very attractive train.





Photographs by Philip Shaw



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Hopping at Bodiam - Part 2

In this the second and final part of his paper, abridged for The Tenterden Terrier, Major W.R. Moore describes the vital role that the old K&ESR played in the communications link between the hopping families and the Guinness Company, and tells something of the hoppers themselves.

* * * *

The six hoppers' camps distributed over the Bodiam area, posed considerable administrative problems for the Guinness Company, which, year after year, to their great credit, carried out the operations with few mis-haps. Not the least was the conveyance of the hop-pickers, and their luggage and impedimenta, from the trains to their allocated camp sites. Perhaps not surprisingly, since Guinness always paid the best price per bushel for hops picked, the Company attracted great loyalty from families who had picked for them for anything up to 3 decades, with applications arriving at the Bodiam Office for "my usual family hut No 36".

The K&ESR's vital communication link, vis-a-vis the Guinness Company, meant that some 3,000 people (mainly women and children) were conveyed in two special chartered SR/BR trains, departing London Bridge Station at 0100 hrs and 0215 hrs respectively and containing 10 carriages packed with excited families! This was the K&ESR's great occasion of the year, not to mention the most useful revenues obtained for working the trains over their metals - and for the return journey at the end of the picking season.

Two engines in full steam would be awaiting the main line trains at Robertsbridge Junction to haul each of the trains to Junction Road Halt, and Bodiam, respectively. The S.R. engines were too heavy for the Rother bridges at Hodson's Mill and the one to the west of Junction Road Halt. Among locomotives for that particular duty, I certainly saw K&ESR's Nos. 3 and 4, among others. They jointly worked the Guinness pickers' trains with forward and rear assisting



Hop pickers' train on Bodiam level crossing. The rear coach SECR S971 is now preserved on the Bluebell Railway. (Peter Martin collection)

engines.

The second train, the 0215 hrs from London Bridge, went direct to Bodiam. The forward engine then ran light to Tenterden, to work up the normal scheduled 6.55 am to Robertsbridge to connect with the early London train, arriving Cannon Street at 9.43 am.

To my certain knowledge and observation, this practice was in operation from 1932, and on to the 1950s. I travelled on them on many an occasion. In addition, on at least three Sundays during the hop-picking, SR/BR ran cheap day "Hop-Pickers Friends" excursions to Junction Road and Bodiam, to enable husbands/boyfriends to visit their families at the Guinness camps. This train returned to London Bridge at 6.40 pm from Bodiam. Again, working the big trains was carried out by the K&ESR.



On the morning of the Guinness hop-pickers' trains imminent arrival, the Farms General Manager was left with the considerable logistical task of transporting the pickers' baggage; and in view of the distance to the Northlands Farm camps, lorry transport for the hop-pickers themselves. Northlands Farm was acquired much later than the Ockham and Udiam ones, although the Guinness Hop Farms Company had planned, where the quality of the land was suitable, to be as near to, and in conjunction with, nearby K&ESR rail communication. This was of paramount importance to their operations in the 1920s, and indeed until the 1950s when heavier road transport became readily available; not only for the pickers, but the despatch of the valuable "pockets" of roasted hops (each 2½ cwt) to the breweries at Park Royal and Dublin, and for the continuous arrival in autumn and winter of bulk well rotted organic compost, shoddy, and artificial fertilisers, in large quantities. In addition, poles, wires and chemicals, from across the country. The K&ESR handled these admirably, and rarely were the sidings at Bodiam or Junction Road Halt empty of Guinness materials. The latter, as an unmanned halt, posed shunting problems which were overcome by the splendid Harry Batchup, Bodiam's full

time and many-sided Station Agent for long years. Batchup would mount his bicycle and depart, via a private Guinness farm road which followed the rail line to Junction Road Halt (alongside the Udiam Farm) to await the arrival of mixed trains from Robertsbridge. The necessary wagons would be shunted off, and Harry Batchup would join the train, with his "steed", to Bodiam. Upon arrival he would open up the Station, set the signal for Northiam, hand over the "staff" and resume his normal duties!



Guard Cyril Packham and Station Agent Harry Batchup at Bodiam Station, date unknown.

(Colonel Stephens historical archive)

On the departure day at the end of the hop-picking at the Bodiam Farms, always a day of great regret for the stalwart families, the Guinness management would erect a "pay-out hut", just inside the gate of a hop garden immediately behind the sidings of Bodiam Station. The pickers would be able to collect their well deserved considerable earnings, well beyond the family budget dream, before embarking upon the long train awaiting them, for London. Some had little, or possibly nothing to return to, with the continuous night bombing in the autumn and winters of 1940 and 1941 of South London, and across the river in the East End, both with their large dock areas.

However, those indomitable people invited the



Hop pickers at Bodiam. The Huxford coal lorries carried hoppers' luggage to the camps.

(Peter Martin collection)

Guinness hop farm staff, who with their, so to speak, immediate "bosses" in the hop gardens, to be at Bodiam Station, in order that they thank them until "next year with a drink".

Perhaps I may explain that control of the exercise of picking on the enormous scale at Guinness Farms, was determined in each hop garden on a sector basis, and was very much a military type exercise. There were allocated 60 bins to each Measurer, a most important man, and he was allocated four bin-men. Their task was to follow him during his measure of each bushel basket, and to hold out the 10 bushel "pokes", to be succeeded by his other three colleagues, in quick time to ensure the continuity of flow. Each of the bin-men had to get the 10 bushel sack as near as possible to the extremity of the field area, for collection to oast houses, and return "at the double" with as many empty pokes as he could carry! Between the "measures", a minimum of 3 a day, their ongoing task was to assist the pickers (each had 15 personal bins) for the rest of the day. They assisted in moving the heavily laden hop bins from the drifts (lines of hop bines) to the next available in their allocated straight line, since the bins were worked by women. These excellent men were at hand, particularly in wet weather,

to "pull the bines" for pickers. The perennial hop plant grows thick bines, not unlike wisteria, to hold the heavy cropping clusters of hops which contain the maximum load bearing at the head, and are trained upon the overhead wires. They take a good deal of a tug and pull to come down. The task of the bin-men was to assist ladies in pulling to ensure that the valuable "heads" left above were brought down by using a long pole with a forked head. These heads contained the largest fat hops.

At the end of the hop harvest, on the departure day, the Guinness management would give the field staff a holiday with pay, to say their farewells. Yes, even the in the pre-war 1930s. To say the least, a most generous gesture, but then and as now, the Guinness family have been benevolent to all their staff from brewery, transport, sales and management, with a non-contributory pension scheme, and an annual bonus. Their generosity applied also to the hop farms agricultural workers. An early "welfare state"!

The marvellous London lady pickers would ensure that tips were given, on average, to the Measurer 10/-, and bin-men 5/-. The Measurer (with 60 workers) acquired on that morning

around £30, roughly equivalent to 10 weeks of his normal agricultural wage! It was therefore not surprising that in each following year the pickers not only had the same hut number, but also the same bin number and Measurer! For years my mother's was one Arthur Batchup, the brother of Harry Batchup. I detected a touch of a former military presence within the administration at Ockham House.

Before joining their trains these delightful people did not forget the K&ESR staff. It began with the redoubtable Harry Batchup at Bodiam Station. He received not only cheerful thanks, but a flow of tips from the hop-pickers, who used the line for shopping trips to Robertsbridge, whenever possible, particularly on Saturday mornings to obtain fresh meat, if an adult could be spared from the bin to make the journey. The hop-pickers were not only aware of his work with the big Guinness chartered trains at the Bodiam end, but of his trojan work with P.L.A. (Passengers' luggage in advance). Many large families used the system at a cost of 2/- per item. The pickers used that great utility item, the tea chest, purchased for about 2d from grocery shops in the London area. These could contain some of the heavier items such as vital dry food stuffs and portable paraffin cookers; upturned

they could be used as tables in the huts.

Included in the 2/- fee was collection from the pickers' homes! The weeks preceding the commencement of hop-picking saw not only Harry Batchup's parcels store, but also the waiting room at Bodiam crammed, up to ceiling level, with the items, for collection by Guinness Farms transport for delivery to the pickers' huts on the great arrival day. Bodiam Station was an enormous hive of activity. During the war and because of petrol rationing, the Guinness Farms management used their shire and cart horses with traditional Sussex hop farm wagons, to carry a great deal of this luggage. The superb horses continued their herculean task in the hop gardens where, particularly in very wet weather, they could reach areas to collect the vital 10 bushel pokes of hops for the oast houses, that were beyond the capability of motor transport or even tractors.

The K&ESR train staff were not forgotten. A most splendid character named Cyril Packham was the guard on the trains, to my knowledge, from the early 1930s to the closure of the line. His cheerfulness and imperturbability were a bye-word, and not forgotten by the hop-pickers. They were only too aware of the mammoth task



Hop pickers' train in the main line down platform at Robertsbridge in 1947, with No. 2678 (on hire from the Southern Railway) and K&ESR No. 4. (C.C.B. Herbert)

he, and Harry Batchup, had with the movement of the long trains on the short platform at Bodiam, to accommodate all with safety, and their luggage. In fact, upon arrivals and departures at Bodiam and Junction Road Halt the trains had to block the Bodiam/Battle, and Hawkhurst/Battle, roads for periods of up to 45 minutes, at the level crossings.

On the farewell day Cyril Packham was given a collection of tips to be shared with the four footplate men, by the generous Londoners, and this was gratefully acknowledged. The old K&ESR gave them all a wonderful service.



I do not think that we can take leave of this extraordinary period of rural history, involving

the mighty Guinness brewing company, and the old K&ESR, without a (sadly) final look at the people who made it all possible, the humble London hop-pickers, whose lives and young children were transformed by the three weeks of an unprecedented "holiday" in that most glorious and magnificent, unspoilt countryside of the Kent and East Sussex border. There was no question of holiday with pay, prior to or immediately after the second world war.

The excited prospect of "going away", combined with financially hard-pressed mothers being able to earn money for their own family needs, was irresistible! Apart from the health factor, a tonic for all, it enabled the mothers to be able to provide new warm winter clothing for their children's return to school. What a splendid concept, and this, in 1938/39, with a recession encompassing over 3 million men unemployed.

The Guinness Farms management recruited, in the main, from the South East London areas of Bermondsey, Old Kent Road (I was born there at No. 446, which was demolished by the early Hitler bombings of 1941), the Elephant and Castle, and Walworth. Some, but fewer, came from the Bethnal Green, and Limehouse dock areas, across the Thames.

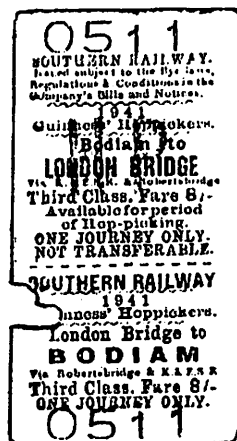


Hop pickers' train at Robertsbridge in the main line down platform with 32678 assisted at the rear (unseen) by a second Terrier.
(Mike Esau)

I had the considerable privilege, as a young man in the pre-war and early war period, to live among and work alongside those splendid people. They were always cheerful, friendly, amiable and most helpful to anyone, despite all the vicissitudes of war-time life. I cannot recall any incident of theft, violence, or rancour, ever occurring.

I cannot conclude without recounting one of Cyril Packham's activities. This mid-morning train from Robertsbridge to Bodiam which I used on a great many occasions, was invariably late in leaving its bay! The Guinness pickers who took the train from Bodiam for a quick shop in Robertsbridge village (a good $\frac{3}{4}$ mile from the station), had at most not much more than 35 minutes to achieve it, but could rely upon an extra 10 minutes' delay whilst Cyril was seeing to the serious business of the morning with his sandwich and glass of beer in the bar of the "Ostrich" immediately opposite Robertsbridge Station. The order of the day therefore, was to put a head in the door, and if he was there, buy him another glass, and have a quick one, before joining the train! Cyril would give the "Off" to the driver. Between Hodson's Mill crossing on the A21 and the Junction Road Halt, in order to ensure revenue was not lost to the K&ESR (with the old non-corridor carriages) he would emerge

from his guard's van and proceed along the running board. To the utter consternation of passengers, particularly strangers, the door of the compartment would open from the outside, and Cyril would enter with his ticket rack clenched between his teeth! He would then take off with great cheerfulness along the train to the next compartment. A splendid and remarkable character, of the old K&ESR.



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Moments I Remember When Someone Forgot

It was a dark, dismal evening in the winter of 1935 as I recall. The 4.25 pm Tenterden to Robertsbridge train had arrived at Rolvenden, and stood in the platform awaiting departure. The one coach train was headed by No. 8, with Jimmy Webb and Bob Blair on the footplate.

In the Shed road I was making up the fire on No. 2 Northiam, while Nelson Wood was oiling round in preparation for the 5.10 pm Tenterden to Headcorn trip.

The Rolvenden gang of platelayers had arrived back from work on their section a quarter of an hour previously, taken their tools to the hut by the Hay road, then stood talking prior to going home.

We did not know that our routine day was to take a dramatic change in the next few seconds as No. 8, with a blast on the whistle, and a nice crisp bark on her exhaust, accelerated out of the platform towards Wittersham.

Alas, they had only travelled a 100 yds or more when there was an almighty crash, sparks were flying, and No. 8 came to an ignominious halt.



*Cyril Packham in April 1953.
(Colonel Stephens historical archive)*



*No. 9 "Juno" at Rolvenden at the site of the "incident", 19th August 1933. Note platelayers' pump trolley at the side of the track.
(H.C. Casserley)*

Nelson and I grabbed a handlamp each, and ran to the scene. No 8 had eventually come to a stop near the crossover into the goods yard.

A cursory inspection revealed the leading wheels derailed, and a very compact platelayers pump trolley jammed under the front axle and motion.

It was Cyril Packham's allotted job as platelayer (prior to his elevation to Guard later) to remove the trolley after unloading, to its stand adjacent to the track. Cyril swore he had, but no doubt he got talking, and forgot.

Luckily the platelayers were still there, and with rerailing equipment close by No. 8 was soon ready to be pulled back off the debris by No. 2 which had been coupled to the rear.

A quick check revealed no great damage (except to the trolley) and the train's taillamp was soon fading away in the distance.

This calamity had to be reported, and Cyril was soon the recipient of the dreaded Memo from 23 Salford Terrace, personally autographed by Billy Austen sentencing him to three day's suspension. Three day's Platelayer's pay did not go far towards a replacement (second hand) trolley, but did encourage one not to forget in future.

There was not many ways to supplement one's pay to make up for suspension. One was catching, and selling rabbits, a monopoly held exclusively by Gangers and Platelayers, or flogging coal by Loco staff, the latter unfortunately never lead to a repeat order, as Tilmanstone coal was more efficient at putting out a household fire than a bucket of water, unless you had a blower fitted to the chimney of your house.

Now Cyril Packham was an entrepreneur, as an amateur Barber he cut the K&ESR employees hair in his spare time, this mainly coincided with Company time, and his salon was the platelayers hut, or Guards compartment.

Everyone recognised a Packham trim, (trim possibly being an understatement). He achieved a wavy pudding basin effect for 4d without using a basin, and with a concerted effort during his suspension was able to overcome his cash flow problems.

Sadly Cyril is no longer with us, but you can be sure there are Angels up there sporting the Packham four pennyworth.

Monty Baker



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The Long Thin Green Machine !

What is it? - it is the nickname given to the Hastings Diesel unit which replaced steam trains on the Charing Cross to Hastings route from 1957 and gave sterling service until the Southern's ubiquitous third rail electrification arrived in 1986.

The Tunbridge Wells to Hastings line was famous (or rather infamous!) for its narrow bore tunnels which were the result of additional layers of brickwork having to be added, after initial construction, to make up for the poor quality of the original building work. These narrow tunnels meant that all locomotives and rolling stock, even in steam days, had to have narrow bodies and were categorised as "Restriction 0" which meant that they could go virtually anywhere on the whole railway system.

Twenty three six car units were built at Eastleigh Works and they were basically of three types. Seven sets were "short", ie with 58 foot long bodies, seven sets boasted buffet cars and the remaining nine sets were "long" with 64 foot 6 inches bodies. The buffet units were also of the "long" variety.

The history of the eventual use of the Hastings

units tells that they carried out many other duties away from the Hastings line itself. Perhaps the most well known was when a narrow power car and trailer vehicle were marshalled with a wide driving trailer from a 2 car electric unit to form the "Tadpole" units used on the Tonbridge to Reading services from 1965 to 1979.

Although the Hastings units could never claim to be amongst the most handsome of trains they nevertheless possessed a unique character and were much loved by local enthusiasts to whom the beat of their English Electric engines was music whether under the roof at Charing Cross or echoing across the Weald. When the last was withdrawn a Group was formed to preserve this peculiarly Southern heritage.

The Hastings Diesel Group was formed in 1986 and in 1988 Hastings Diesel Preservation Limited was formed to acquire stock for preservation with the eventual aim of a return to main line running. These two Groups merged in 1990 to form today's Hastings Diesels Limited which is the active preservation movement.

HDL has about 100 shareholders, which have subscribed varying amounts but each of whom



"1001" comprising the 14.40 hours Charing Cross to Hastings train at Robertsbridge on 5th September 1969.

(John Scrase)



"1001" at Tenterden Town Station, 23rd May 1993 with No. 26 "Linda" alongside. (Doug Lindsay)

has an equal voting right in deciding the policy of the Company. The ultimate objective is still to have a unit or units restored to a suitable condition for main line running but there are very real physical and financial problems in reaching this goal, however a valuable step on this road is to hire trains to other Preservation bodies. Whilst HDL has lots of trains it does not possess any railway of its own on which to run them and thus relies on professional preserved railways, like the K&ESR, to offer operating possibilities.

Although having no railway, HDL does have use of the former St Leonards Maintenance Depot as its base for restoration and stabling of the sixteen assorted vehicles now acquired. This depot was, of course, their original home base and thus preservation of both the trains and their home depot has been achieved. Is this a first in the British preservation movement?

The sixteen vehicles saved from the breakers torch consist of five power cars, six second class saloons, three first class compartment coaches, one buffet car and one non-Hastings line driving trailer from a "Hampshire" unit that will become part of a "Tadpole" type train. Apart from the three coaches making up the train at present operating on the K&ESR all the other vehicles are at St Leonards in varying stages of

restoration. Restoration is carried out by members of Hastings Diesels Limited using their varied skills and only occasionally is outside help used for very specialist tasks.

The three car train on the K&ESR consists of a long power car, named "Mountfield" after the most famous narrow tunnel on the Hastings route, a short power car named "Hastings" and a second class saloon coach. Although only half an original prototypical train, the unit is just what is required on the K&ESR at present and its smart appearance and good performance have been greatly appreciated by both HDL and K&ESR members alike. There are no immediate plans to lengthen the train on hire to the K&ESR but it is planned to be there for 1994 at least, bringing back memories to many a Hastings line commuter and Southern diesel enthusiast.

Like all preservation activities, HDL would welcome more support both financial and practical. If you have a soft spot for our trains then please drop me a line at the Railway Depot, Bridgeway, St Leonards-on-Sea, East Sussex, TN38 8AP.

Graham Smith

(Graham Smith is a director of Hastings Diesels Ltd.)

A Question of Identity - A Postscript

John Miller adds further information to his previous article

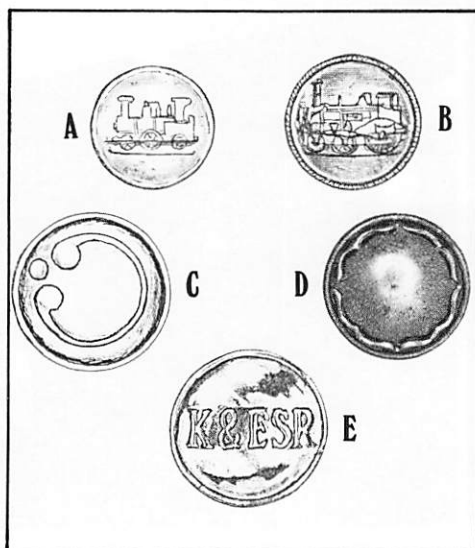
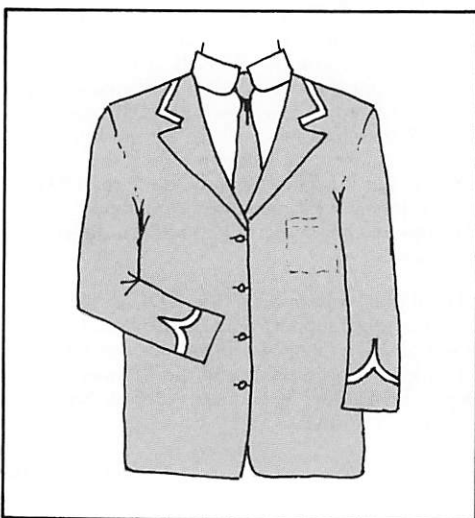
A number of points have arisen following my article in the last edition of *The Tenterden Terrier*.

Mr R. W. Kidner has written to say that he took the photograph of Henry Cambridge on page 41 of the last journal and he confirms the date as 23 April 1938.

Monty Baker points out that the photograph on page 29 shows not Harry Batehup, but a Southern Railway guard. He would have been responsible for the train from London and would remain with it when it passed onto the K&ESR at Robertsbridge and terminated at Northiam. The SR guard would know which vans were packed for Junction Road, Bodiam and Northiam and having assisted with the unloading of the hop-pickers and their belongings, he would return with the empty train to London. The initials on his jacket lapels are therefore "S.R." repeated twice and not "K.E." and "S.R.".

I have been reminded that K&ESR uniform cap is in the National Railway Museum collection at York, though this is of a style not identified in any photographs known to the writer. As to ties, my information is that staff always wore black or dark blue ties, not red, and were provided by the staff themselves.

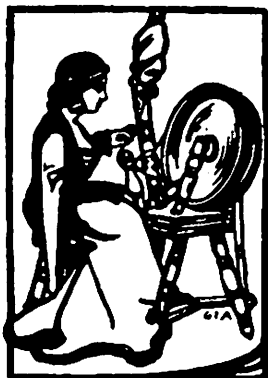
Other readers have asked for illustrations of the K&ESR uniform buttons and details of the braid



design on Arthur Taunt's jacket. The sketch shows how the braid was applied. The braid appears to be much wider on the sleeve than on the collar - perhaps one inch and a 1/2 inch respectively and to be of a lighter colour than the jacket.

I am indebted to David Froggatt's book on Railway Buttons, Badges and Uniforms for the illustrations for buttons A, B and D shown here. Buttons A and B show the two locomotive designs to which I referred in the previous article. If these were in use on the K&ESR it can only be assumed that this was in the period approximately 1905 to 1920. Button C shows the Rother Valley Railway design in use in 1900. As far as I know, no buttons of this design have survived. Button D is the standard design used on a number of the Stephens' lines up until 1948. In the early 1980s, button E was introduced as a sales item in the railway shop and is a very acceptable development in uniform issues. These buttons are usually kept in stock although I gather further supplies will not now be available until next year. Both buttons D and E were (are) issued in two sizes.

I am sure there is more information to be revealed on the K&ESR uniform history and that my researches are not the last word on the subject.



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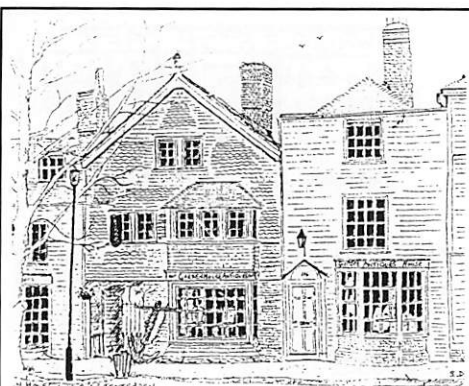
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Letters to the Editor

The Cavell Van

Sir - A photograph of Edith Cavell's funeral train with luggage van No. 132 (*Tenterden Terrier* No. 59) has still not come to light, but readers may be interested in the enclosed photograph by H.L. Samon (undated) showing one of the similar vans built for the SE&CR in 1921 and 1922 at the front of a down train at Chelsfield. The four panels for chalked destinations can be seen, distinguishing these vans from No. 132, the prototype, which had only two.

The train is hauled by the prototype K class 2-6-4T No. 790 (later Southern Railway A790 "River Avon") and is probably either the 4.36 pm Cannon Street to Tonbridge semi-fast or, more likely, the 3 pm Charing Cross to Ashford. Both trains were regularly worked by No. 790 before it was repainted in Southern green and transferred to the Central Division for the Eastbourne service.

Sidcup, Kent

Tom Burnham



Diana

Sir - It seems ironic that the name "Diana" has been dropped from R.U. No. 69, at the same time as the break-up of the marriage of Prince Charles and Princess Diana.

Most people (and "things"), once given a name, tend to keep them until their demise. To those of us not "in the know", it would appear to be just commercially expedient to forget Diana ever existed. (She was always a sham Pullman anyway.)

The Queen Mother once rode in her, and I am

sure that dropping the name Diana, would cause Her Majesty much displeasure, if she was ever advised.

Many who have worked in her for the last 12 years, will always fondly refer to her as Diana, in spite of the fact that the sides of No. 69 no longer bear her name, "Restaurant Car" now being preferred.

She does look nice in her new livery, quite befitting the lady she really is. This must be the best paint job to come from C&W. All credit to

Maurice Dullen.

Tenterden, Kent

J.T. Liddell

Raymond Williams, Company Secretary, comments:

We live in a world of change. The livery previously applied to this coach was changed to create "Diana". The recent change to a more authentic livery has dictated that the name "Diana" is no longer appropriate.

The changes and smart turn out of coaches are an ever present testimony to the sterling work which is carried out week after week in the Carriage and Wagon shop.

Locomotive Policy

Sir - I had mixed feelings when I learnt from the last *Tenterden Terrier* of the formation of the Tenterden Railway Equipment and Traction Co. Ltd. and their possible acquisitions.

While a two-car DMU set may be useful, is this really the railway to preserve Class 33 and 73 mainline locomotives? And how are these compatible with the statements made earlier in the year about getting back to traditional small engines and train formations? The danger for the K&ESR is that it attempts to be all things to all men - but the result will be that the railway has no identifiable image - it will be just a general railway line with a mixture of steam and diesels. We know that the vast majority of passengers want to ride behind a steam engine in a carriage of some character, not in Mk I coaches behind a diesel - so why not put all our resources behind that objective?

If the austerity engines are boring and commonplace, why not convert one to a side-tank? The enclosed sketches how the engine outline might look before and after rebuilding.

Tenterden, Kent

John Miller

The Good Old Days!

Sir - What a splendid event "The Good Old Days" turned out to be. My day actually started at Northiam on the 12.15 to Tenterden. No sooner had we started when I observed in one of the carriages some Home Guard units who resembled a remarkable likeness to some of Dad's Army characters. They were chatting about old times but were they off duty or were they really keeping a sharp lookout for the enemy? It was difficult to tell; it was probably best to leave that question unanswered I thought.

As the train ambled along its steady but merry

way I struck up a conversation with an elderly couple who used to travel on the old K&ESR when it was indeed The Farmers Line . . . what memories they had of the trains that would wait for you if you were a little late from school. They explained that life ticked over at a much more leisurely pace all those years ago. As we pulled into Rolvenden more memories of the railway and the old rusting locomotives which were scrap even in those far off days. We continued our journey with more recollections of a bygone age as we approached Tenterden.

What a welcome that lay before us as we steamed into the station . . . armoured vehicles, a tank, a field gun, all to protect the station from the enemy. How well camouflaged and so heavily defended to the very last man of the Home Guard. They were determined at all costs to let them have it up'em if the enemy dare try. All those marvellous old cars, where did they come from? How fascinating it was. With the hissing of steam here and hissing of steam there, it was a delight for the enthusiast and what enjoyment the clowns gave as they entertained the children and let it be known, some grown ups as well . . . how simple but enjoyable entertainment could be in times gone by. It was obviously a delight for everybody as they wandered around back in "The Good Old Days".

The highlight of the day for me was not at Tenterden, but on the return journey to Northiam. It was in the buffet car when the attendant asked the couple sitting opposite me if they cared for any refreshments . . . I did not hear their reply but it was obvious that something was ordered. In due course the attendant returned with a magnificent display of scones, jam and cream teas. They were somewhat taken back by such a display but obviously delighted at the inviting luxury and were determined to enjoy every minute of high tea on a Sunday afternoon.

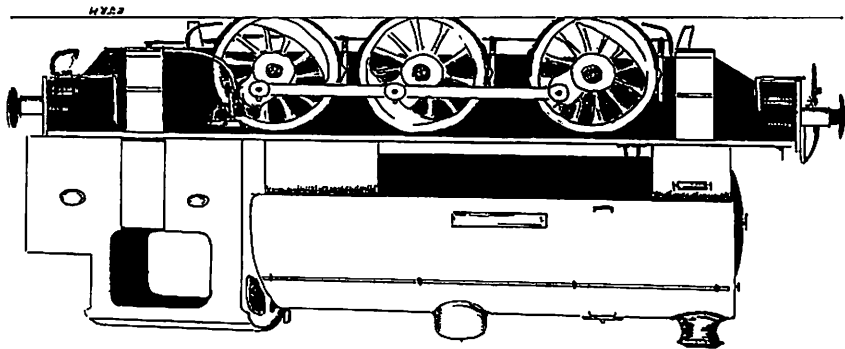
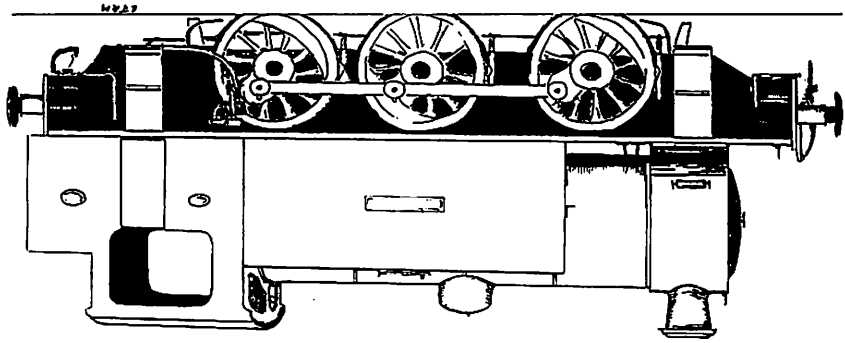
It was against this background as I stood on the station platform at Northiam, our happy couple still tucking into their tea and with the train now pulling away for the return journey that I thought to myself . . . what a splendid day served by a splendid railway.

Well done K&ESR and all your volunteers who made it all so possible - even the sun shone that weekend.

Colonel Stephens would have been delighted with so many passengers.

Bexley, Kent

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Book Reviews

Branch Lines Around Sheerness, by Vic Mitchell and Keith Smith. Published by Middleton Press, 120 photographs. Hard covers. Price £9.95.

This photographic survey covers an area which does not merely have an interesting and varied railway history, but, what is much more unusual, interesting and varied railways still operating. It includes the ex-IC&DR Sittingbourne to Sheerness line (with the Kingsferry bridge), the Queenborough Pier branch once used by Continental boat trains, and the Sheppey Light Railway engineered by H. F. Stephens, together with various industrial lines: the standard and narrow gauge lines serving Ridham Dock and the Kemsley and Sittingbourne paper mills and the preserved Sittingbourne & Kemsley Light Railway, the complex of sidings in the Queenborough area, and the modern rail installations of Sheerness Steel. These are illustrated by a good range of photographs, accompanied by extracts from Ordnance Survey maps and reproductions of old tickets and timetables, and an appendix (by D.W. Winkworth) on the history of the three halts near the Kingsferry bridge.

A few errors are worth noting. Queenborough Wharf was completed in 1908 (not by 1896 as stated in caption 67), initially to serve a coal washer built by Philip Speakman & Sons to process coal brought in by sea for distribution by rail. Settle, Speakman & Co. was formed by a merger in 1911 (not 1930 as stated in caption XI); it became a public company in 1927 and took over the wharf and sidings from the bankrupt Queenborough Wharf Co. in 1930-31. Contrary to what one might expect, copperas (caption XIII) is not used to produce copper; it is a form of iron pyrites used to make iron sulphate. Rushenden Road is misspelt as Rushden Road in captions 64 and 65. The second fire at Queenborough Pier (caption 68) was on 19 July 1900 (not 17 July) and it was 1904 before the Pier was fully rebuilt. The steamer service which started on 1 June 1887 was a day sailing by the Zeeland company. The Admiralty took over the Pier on 29 October 1914 and the remaining day service to Flushing service ceased in November 1914 (not 1916 as stated in caption 69). There were no boat trains after the First World War (caption 72); the Zeeland company provided a Folkestone to Flushing service from 1919 to 1926, and transferred to Harwich from 1 January 1927. Although powers were obtained for a connection

into the Naval Dockyard in 1902 (caption XVII), the line was not completed until 1904. It is unlikely that electrification of the loco release line at Sheerness-on-Sea was to permit the use of electric locomotives on excursion trains (caption 101); electric (as distinct from electro-diesel) locos were not allowed to cross the Kingsferry bridge as the lifting span has no conductor rail and they might become gapped.

As usual, the authors have managed to unearth a comprehensive collection of photographs. The only apparent gaps are the original Kingsferry bridge (which had a rather spindly looking cast iron lattice tower at each corner of the lifting span), one of the Zeeland Steamship Company's steamers, and possibly the second Sheppey Light Railway, a 2 foot gauge pleasure line which operated at Leysdown during the 1970s!

This book is to be recommended. Take it with you on a visit to Sheppey (the train service has recently been improved) to see Kent's last pocket of traditional railway operation while it survives.

T.G.B.

The Light Railway King of the North, by A.L. Barnett. Published by the Railway & Canal Historical Society, 112 pages, with 82 photographs and maps. Price £11.95.

Dr Barnett believes his subject, Sebastian Meyer (1856-1946), although as active in promoting light railways in north east England as Holman F. Stephens was in the south and west, has never received due attention from enthusiasts. Having read this book it is not difficult to see why. Of the railways mentioned - the East & West Yorkshire Union Railways, the North Sunderland, the Cawood, Wistow & Selby Light, the Dearne Valley, the Brackenhill Light, the Axholme Light Railways, the Tickhill Light, and the North Lindsey Light Railways - only the North Sunderland was still independent after 1923, and most of the others had always been worked by a main line company. The historian of Colonel Stephens railways has access to a rich vein of anecdote, to say nothing of the correspondence in the archives at Tenterden, while Dr Barnett has had to rely largely on minute books and contemporary newspaper accounts, where human interest is usually lacking.

Given these limitations, the book offers a thorough account of Meyer's life and work.

Starting his railway career as a junior clerk on the Great Western, he became assistant secretary of the Hull & Barnsley before taking up the post of secretary of the East & West Yorkshire Union Railways - a grandiose title for a small colliery line near Leeds. Thus began an association with railways around Yorkshire and Lincolnshire, some of which carried heavy traffic in the heyday of coal mining, although others were rural backwaters which never fulfilled the hopes of their promoters. Apart from small portions of the Deane Valley and the North Lincolnshire Light, retained to serve industries, all the lines have now gone.

Some parallels with Stephens are evident in the reappearance of the same names as solicitor or engineer; in his later years Meyer himself acted as engineer for certain schemes, although he had no formal training or qualifications in engineering. Unlike Stephens, Meyer was a family man; he was also a Liberal member of York City Council, a keen amateur musician and a prominent Quaker. His other business interests included (curiously) a directorship of Headley Brothers of London and Ashford.

Dr Barnett mentions Meyer's involvement with the Association of Smaller Railway Companies, which had been formed to defend the interests of minor companies in the grouping under the 1921 Railways Act, and suggests that Stephens took part only on behalf of the Festiniog. This is perhaps unfair to Stephens, who certainly acted as an unofficial spokesman for minor railways with the Ministry of Transport in addition to his participation in the Association of Railways and the Light Railways Advisory Committee.

T.G.B.

The Colonel Stephens Railways in Kent, by Peter A. Harding. Published by the author, 32 pages of text and photographs. Price £2.25.

Every few years the idea of a series of economically produced and reasonably priced railway histories is re-invented - one thinks of Oakwood's early Locomotion Papers - and Mr Harding is at present pursuing this theme with success. His latest production covers the history not just of one branch line but of the four in Kent with which Colonel Stephens was involved in one capacity or another: the Hawkhurst branch, the K&ESR, the Sheppey Light and the East Kent. An introductory biography of H.F. Stephens mentions his unfulfilled projects in the county and some other activities, including a brief term of office as engineer to the Upper Medway Navigation. Although this refers to

maintenance and renewal of locks, it is doubtful if much work actually took place; the terminal collapse of East Farleigh lock, a few years after the company had been forced to dispense with Stephens' services, resulted in the Navigation being taken into public ownership and thoroughly rebuilt.

Each of the four railways is described, with a map, a brief history (which would have benefited from a firmer editorial hand) and a number of illustrations. Although some of the photographs are familiar, many are not, particularly those by R.F. Roberts. Some could have been more clearly reproduced, although it seems hardly reasonable to complain in view of the book's modest price. To sum up, the regular reader of *The Tenderden Terrier* is unlikely to learn much that is new from this book, but visitors to the K&ESR who are inspired to find out more about the history of light railways should find it a useful introduction.

T.G.B.

Industrial Locomotives of North Wales, by V.J. Bradley. Published by the Industrial Railway Society, 500 pages of text and 20 pages of photographs. Price £19.00 soft covers or £22.00 hard covers.

The IRS Handbooks continue to increase in detail and comprehensiveness, and this volume covering North Wales (the present counties of Gwynedd and Clwyd) is no exception.

The motive power of the Festiniog and Welsh Highland Railways is listed in detail; one interesting sidelight is the Festiniog's purchase in 1925 of an Austro-Daimler petrol locomotive from P & W Anderson Ltd., who had used it on their contract to build the North Devon & Cornwall Junction Railway.

These were the only Colonel Stephens railways in the area, but other snippets of information can be gleaned: the loan of the Glyn Valley Tramway's Sir Theodore to the Snailbeach in 1905, details of the Hawthorn Leslie 0-6-2Ts Thisbe and Pyramus, built for the Shropshire & Montgomeryshire in 1911 but sold to the

Government in 1914 and later used on the Kinnel Park Military Camp railway, a thorough investigation of the history of the Minera United Mines' Manning Wardle 0-6-0ST Henrietta, which eventually became the Selsey Tramway's Sidlesham, and of course the industrial past of our Hunslet 0-6-0 diesel at Shotton steelworks and Padeswood cement works.

T.G.B.

the White Hart

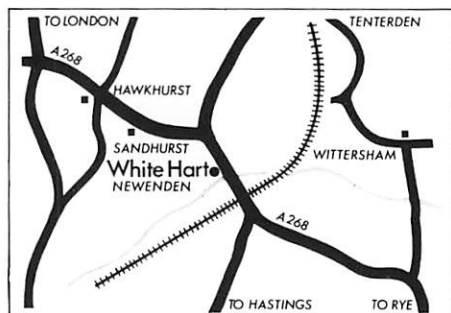
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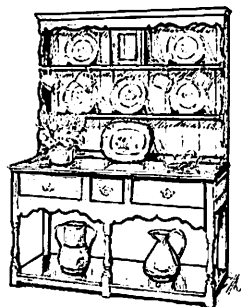
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