

# The Tenterden Terrier



Number 65

Winter 1994



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

## DIRECTORS

David Stratton - Chairman  
Robin Dyce - Development  
Alan Dyer - Division to be allocated  
Graham Hukins - Administration, Insurance

Richard Johnston - Non-executive  
Christopher Lewis - Operating  
Bernard Sealy - Treasurer/Finance  
Mark Yonge - Fund Raising & Special Projects

## SECRETARY & REGISTERED OFFICE

Raymond Williams, Tenterden Town Station, Tenterden, Kent TN30 6HE. Tel: Tenterden (01580) 765155

## OFFICERS

General Manager .....	Gillian Howie
Assistant General Manager .....	David Slack
Finance Officers .....	Ray Collins, Philip Clark-Monks
Commercial Operations Manager .....	Graham Hukins
Retail Trading Manager .....	Angela Clark-Monks
Station Catering .....	Margaret Howard
On-Train Catering .....	Christine Tibbatts
Chief Booking Clerk .....	John Emmott
Chief Ticket Inspector .....	Vic Bradley
Education Officer .....	Gerald Siviour
Chief Station Master .....	Ray Collins
Operating Manager .....	Neil Sime
Line Manager .....	Simon Long
Chief Signalman .....	Clive Norman
Guards Inspector .....	Malcolm Webb
Forestry & Conservation .....	Dave Tibbatts
Permanent Way .....	Brian Muston
Track Maintenance .....	Clive Lowe
Buildings .....	Dave Stubbs
Signals & Communications (Engineering) .....	Nick Wellington
Historian .....	Philip Shaw
Museum & Keeper of Archives .....	John Miller
Volunteer Recruitment .....	Alan Wilcox
Membership Secretary (Admin) .....	Norman Johnson, 10 Weald View, Wadhurst, East Sussex, TN5 6EB.
A-K Renewals .....	Alan Piggins, 98 Warwick Avenue, Thorpe Lea, Egham, Surrey, TW20 8LS.
L-Z Renewals .....	Rachael Backhouse, 27 Clive Road, Belvedere, Kent DA17 5BJ
Records .....	Malcolm Bencote, 9 West Towers, Pinner, Middlesex HA5 1JZ
Covenants/Bankers Orders .....	Norman Brice, 13 Cecil Way, Bromley, Kent BR2 7JU

## THE TENTERDEN TERRIER

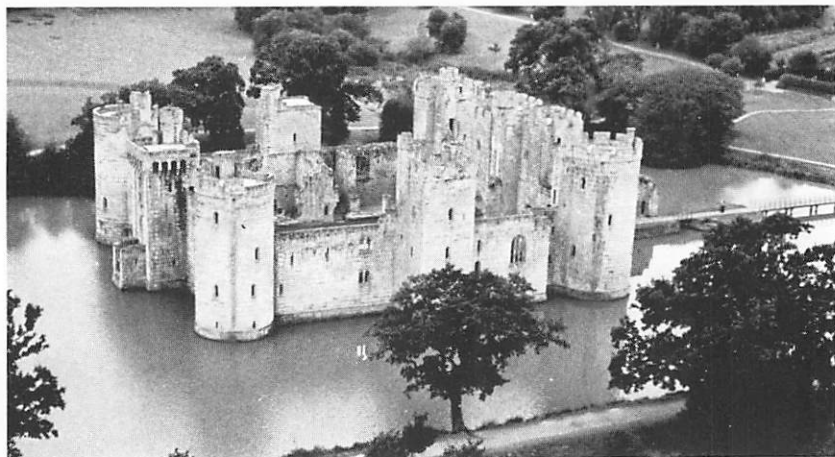
Editor .....	Philip Shaw
Assistant Editors .....	Stephen Garrett, Doug Lindsay
Magazine Advertising .....	Harry Benbow
Editorial Office .....	109 High Street, Tenterden Kent TN30 6LB

The Tenterden Terrier is published by the Tenterden Railway Company Ltd, three times yearly on the third Saturday of March, July and November. Opinions expressed in this journal are, unless otherwise stated, those of individual contributors and should not be taken as reflecting Company policy or the views of the Editor.

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 9 October and 15/16 and 22/23 October. Open 2.00 p.m. Last admission 5.00 p.m. (Garden open from 11.00 on 28, 29-30 May, Sundays in July and August and 29 August.

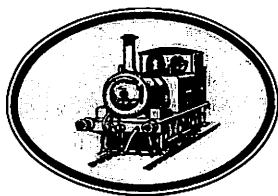
The 500 year old manor hall is open together with the gardens, well known for a wide variety of plants. Some of the unusual plants have won awards at the Royal Horticultural Society Shows in London. 1½ miles from the K.&E.S.R. station at Northiam; follow the signposts in the village for a very pleasant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







# The Tenterden Terrier



Number 65

Winter 1994

## Contents

- 3 Editorial
- 4-14 Lineside News
- 17-19 Decision day 1994
- 20-26 Holman Stephens, the Military man
- 29-31 A day at Rolvenden
- 33 Letters to the Editor
- 34-35 Steam into your twenties
- 37-43 Kent & East Sussex Engine workings, 1948-1954
- 44 Book review

## FRONT COVER

*"Wainwright" on its first revenue earning duty climbing Tenterden Bank with "The Rother Valley" restaurant car service on the day of its recommissioning, 20th March 1994.*

*(Gerald Siviour)*

## FRONTISPIECE

*No. 19, which is expected to re-enter service shortly, here shown in all its glory, during the Cavalcade of Steam, on 25th September 1976, when 5,000 visitors came to the Railway over one weekend.*

*(Brian Stephenson)*

## Editorial

### The proof of the pudding . . .

Those who had expected the 1994 A.G.M. to be a noisy, recriminatory affair, reminiscent of the notorious meetings of the late 1960s, were to be disappointed. Indeed, it proved to be a rather sombre event, the main feature being that five new faces were appointed to the Board of Directors. The Chairman acknowledged that the previous policy of expansion rather than retrenchment during the recession was flawed, giving rise to an unacceptably high level of losses in 1992 and 1993. More importantly, however, a modest profit is predicted for 1994, combined with a significant reduction in the Company's debts. The proof of the pudding is, as they say, in the eating, but there are grounds for optimism that the lessons of the past have paved the way for a greater sense of realism in the future.

\* \* \* \* \*

Somewhat belatedly, our thanks go to Neil Rose who compiled the *Tenterden Terrier* Index for 1989 to 1992, which was distributed to readers earlier in the year.

© Copyright Tenterden Railway Company Ltd 1994

Graphics by Vandyke Design  
Printed by Batley Brothers Ltd, London SW4 0JN  
1994

## Secretary's Report

In electing the Directors for 1994-1995, there were a record number of 266 proxy voters, and 388 votes were cast altogether. The new Board is in place: nine Directors, approved and elected, with one unexpected vacancy because of the eleventh hour resignation of Dr. Adrian Chapman, due to the pressure of home circumstances. At the AGM, Peter Davis, TRC member number ONE, expressed the thanks of members for the past services of Adrian Chapman, Richard Osborn, Graham Smith, and Andrew Webb. The latter takes a well-earned break after ten years on the Board.

Welcome to Alan Dyer, Graham Hukins, Richard Johnston, Christopher Lewis and Mark Yonge. All were duly declared to be elected as Directors of the Company from 24th September, 1994. Robin Dyce also continues as a Director, as he was not due for re-election this year. Paul Wilson was re-elected to the Board, and Bernard Sealy's co-option was confirmed by his election to the Board. David Stratton, having been re-

elected to the Board, was also unanimously re-elected as Chairman, by the new Board.

After ten years in office, the (honorary) Company Secretary, had given notice in August of his intended retirement. An advertisement inviting applications for this demanding post appears elsewhere in this Journal.

## Finance

The unaudited accounts of the Railway presented in the last *Terrier*, indicating a loss of £43,264 for 1993, proved to be a considerable understatement. This is mainly because, on the Advice of the Auditor, an exceptional item of £60,815, relating to a substantial reconstruction of the permanent way, was written off, rather than being capitalised as part of the Company's assets. Although the audited accounts of the Company have been circulated to all members, they were not in a consolidated format and the following summary may be helpful in relating the provisional figures to the audited ones:



*"Charwelton" heads the Vintage train at Tenterden Town station on 24th July 1994.*

*(Sue Vickers)*



Tenterden Railway Company - trading deficit	£(47,751)
Add: exceptional item	£(60,815)
	<u>£(108,566)</u>

Eliminate: covenant received from subsidiary company (non-trading item)	£48,248
Tenterden Railway Company - loss for year	<u>£(156,814)</u>

TRC Trading - profit for the year	£48,276
Consolidated loss for both companies	<u>£(108,538)</u>

Total indebtedness at 31st December 1993:	
Bank overdraft (net)	£180,663
Loans	£208,468
Bonds	£171,240
Total	<u>£560,371</u>

### Commercial

1994 has been a year of consolidation for the Kent & East Sussex Railway and despite much controversy regarding policies, the overall commercial objectives will be achieved. Revenue is now analysed accurately on a daily, weekly and monthly basis, in conjunction with the passenger loadings. An overall comparison with 1993 clearly illustrates that the operation is more profitable. Year to date figures up to and including the end of August show a reduction of 10 operating days and 99 less trains than the previous year. A comparison of year-on-year passenger figures alone do not give a true account of profitability. At the end of August, the number of paying passengers was 3,718 less than the previous year, but with the reduction of expenditure, we are running a more profitable service. The average loading per train is 67 compared to 64 per train in 1993 and, with the exception of April when we ran too many trains, every month has seen a higher average per train. Average fare to date is £3.67. Both Thomas events have been very successful, gross income from the first event totalling over £20,000. The booking office is already "snowed" under with Santa Special bookings.

Rother Valley on-train catering services have been extremely successful this year and are already £6,000 over budgeted income. A huge thank-you must go out to Christine Tibbatts and her team of dedicated helpers on the Rother Valley who have now brought this service from irregular Pullman offshoot to an over-booked, profitable and distinctive service. The team have ensured the success of the on-train buffet especially midweek. Nearly £10,000 has been generated from filming and charter trains this year, whilst the Wealden Pullman seems restored

to its former health with several new recruits. Complacency would be easy especially when more new recruits are needed to spread the burden and expand activities.

It may not have been the most exciting year, but it has been one in which we have achieved a level of financial stability, which we have to maintain to secure the future of the Railway. The timetable for the 1995 season will be very similar to this year and we now have the opportunity to mark the 21st anniversary of the re-opening of the line with a number of special events and activities.

Subsidiary company, TRC Trading Ltd, changed its name to Colonel Stephens Railway Enterprises Ltd with effect from 6th October 1994, in order to protect the "Colonel Stephens" name, which is an integral part of our heritage.

### Passenger Operations and Marketing

16/17th July saw our "Delivering the goods" weekend when services were arranged around some typical light railway operations. Locomotives in service were Nos. 23, DS238, 14, and D2023. Goods trains ran from Tenterden to Wittersham with shunting at both stations to exchange some or all wagons with others in the sidings. The familiar "ring" of wagon buffers during these shunting sessions added to the authenticity of this event to provide a unique spectacle for our visitors. It also gave the operating staff a challenging and enjoyable weekend. In all some ten different goods formations ran each day. D2023 (class 04) ran with a short freight train very reminiscent of the BR Goods only period of our railway just prior to closure in 1961. DS238 (Wainwright) and No. 23 each worked a heavy "engineers" train complete with steam crane and bolster wagons loaded with rail to add to the atmosphere. To entertain passengers at Tenterden a small display of typical vintage commercial vehicles were to be seen in the yard of the type which would have been regular visitors to country goods stations in the past. All in all a very successful weekend with over 1,100 booked passengers.

Our second "Fat Controller's Friends of Thomas the Tank Engine Weekend" of the year was held on 17/18th September and was another resounding success. Many visitors and volunteers rate it as the best yet! Some 2,800 passengers were carried, with a further 470 who just came to see the spectacle, which included a "tug-o-war" between Devious Diesel and Charlie Charwelton and the highjacking (and subsequent rescue) of the Fat Controller! Many complimentary remarks were received from adults and children alike, plus valuable press

coverage in a wide range of newspapers and magazines. This type of event, whilst perhaps scorned by the purist, proves that careful planning and "orchestration" can bring in much needed revenue for the railway as well as provide a platform for marketing subsequent events, after all, if we have up to 3,000 satisfied visitors on site it is likely that a majority of them will come to another event, and, more importantly, tell their friends about our railway. Indeed it was an ideal time to publicise our Santa Specials, and bookings are now coming in very quickly.

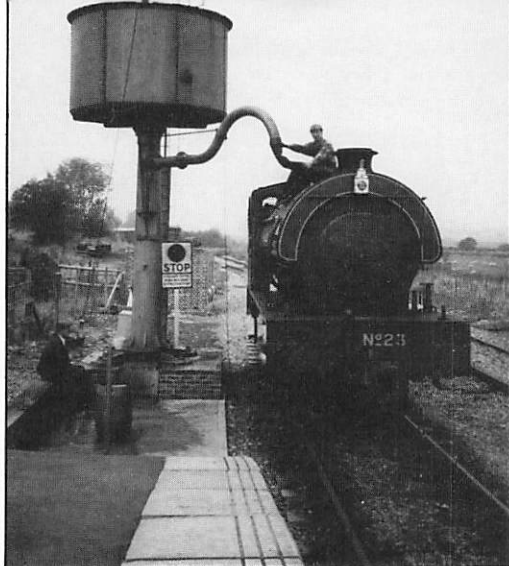
Apart from Santa Specials, two more events are planned for the remaining months of the year and these are aimed at a very different market. On 15/16th October we are staging "A Century on Rails", and in November there will be a 1950s and 60s weekend. Both of these events are planned with the enthusiast and "nostalgia" in mind and again will provide a "value for money" experience which will attract much needed revenue, as well as providing a challenging, enjoyable operational experience.

Finally, another resounding success this year has been first class travel. The "pay on the train" system has been highly successful, utilising a Maunsell BNO in one set and the SECR Family Saloon in the vintage set, a really significant increase of patronage has been noted this season, yet again emphasising that if we have the right "product", presented correctly, our passengers will buy it.

### Gift Shop

Since the previous edition there have been signs of a revival in sales. Monthly targets are relative to the number of visitors, however, the economic conditions prevailing have reduced sales in books and videos, which is about the amount we are still down on last year.

Our customers this year appear to be spending their money more carefully and on more practical items. Having said this, sales of our Thomas range are beating all records. It would be wrong to give figures at this stage, but on totalling the till at the end of the day the percentage take is 25% plus of the total. We are continuing to look for a wider variety of Thomas items especially as we sold out of most popular lines at the last Thomas event in September. Christopher Awdry's presence in autographing books led to only eight small board books being left at the end of the two days. The demand for books was greater than in the previous year when he attended. Takings for this event were on a par with 1993 despite the suspicion that the number other Thomas events would affect takings.



*No. 23 takes water at Northiam on 25th September 1994.*  
(Sue Vickers)

The shop therefore looks forward to the Christmas season with the launch of new railway Christmas cards which depict the Victorian train crossing Hexden bridge in a snowy scene. Popular lines from 1993 will also continue to be stocked along with several other new items most within the pocket money range.

### Filming

There has been a welcome increase in filming work. There have been several still photography shoots for magazines (including *Company* and *Prima*), a record sleeve and for the BBC. Though not particularly profitable these jobs incur no expense to the railway and bring in useful publicity.

STV spent a day early in the year filming for the children's TV programme "Wolf It". This has already been shown which shows the short timescales involved in some of these programmes. In contrast the BBC drama department shot the railway scenes, at Northiam, for their production of the book by Stella Gibbons "Cold Comfort Farm". This should be shown on Christmas Day but was shot in mid-August. We were helped by the fact that the director John Slesinger lives at Ewhurst. As usual the expected 2pm finish was optimistic and the crew only finished clearing up at 8.30 that evening.

### Membership

At the time of writing (mid-September) 233 new members have been enrolled, just 16 less than



last year for the comparative period. Obviously this is not entirely satisfactory but, perhaps acceptable considering the difficult economic times in which we live.

Subscription renewals have come in well but, nevertheless, preliminary indications are that about 340 names (all categories) will be deleted for non-payment, 80 more than last year. With so much competition for members' spare cash, how can the decline be arrested?

Hopefully this can be given thought during the winter months as a result of the division of the post of Membership Secretary into two parts, viz. Administration and Records. In this respect a hearty welcome is extended to Norman Brice, a long-standing member who has agreed to join the membership team to take over as Deed of Covenant and Banker's Order Administrator from Malcolm Bencote who will become joint Membership Secretary with responsibility for records (see the *Rooter* for further details).

### Steam Locomotives

No. 3 (Bodiam). The intended move to Tenterden for display pending an appeal for funds has not taken place yet. Reports are still awaited on boiler repairs or replacement.  
No. 8 (Knowle). As reported in the last edition the boiler is now complete, the frames are also

ready and the work will commence on reassembly once No. 19 is complete. However there is still a lot of pipework to be obtained and shaped which will undoubtedly slow restoration. No. 10 (Sutton). Now on static display outside the Carriage shed at Tenterden awaiting funding and decisions regarding its 10-year overhaul.

Quite apart from the necessary boiler work, it is likely that new cylinders will be required as previous repairs to this most important of components were only of a temporary nature. No. 11 (1556). Recent attention to this loco has included replacement of some tubes and some firebox repairs, on completion of a successful boiler inspection, it will go back into traffic.

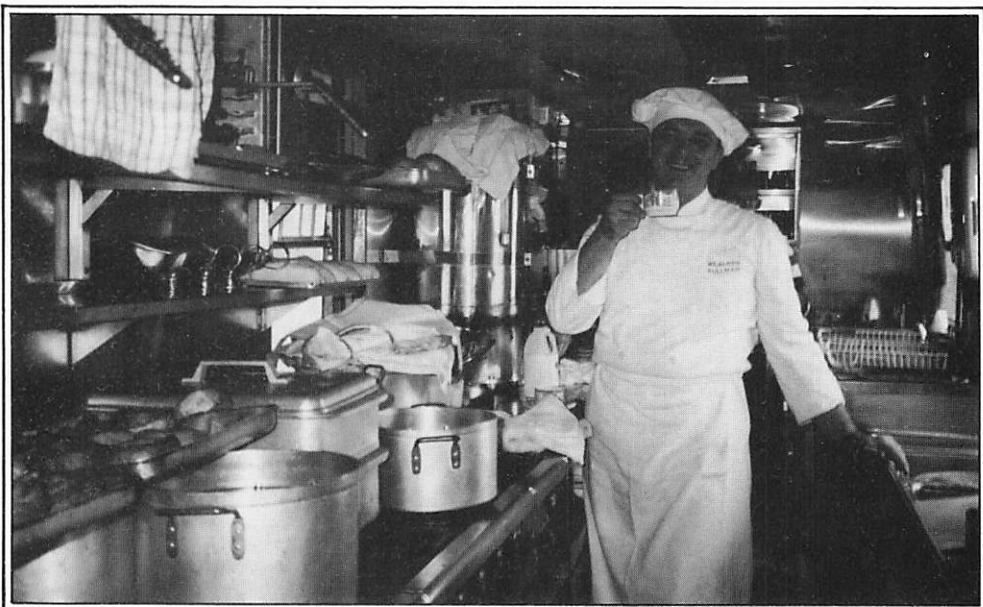
No. 12 (Marcia). Still under very slow repair by its owner.

No. 14 (Charwelton). In service.

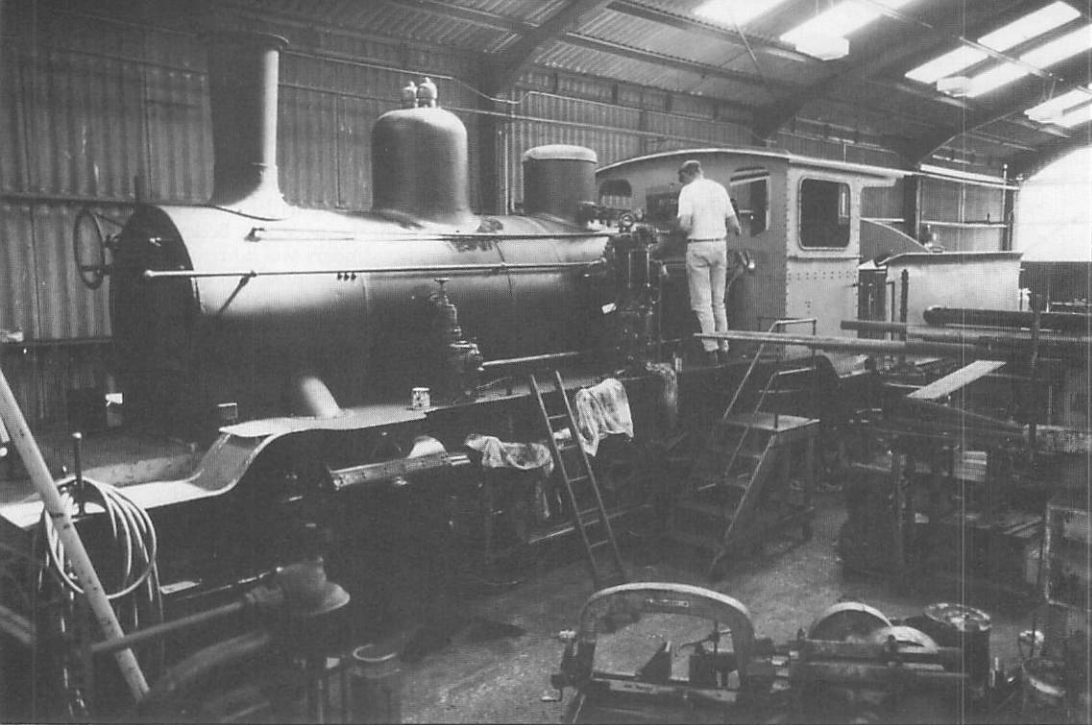
No. 19 (Norwegian). The last lap in this locomotive's long restoration is now almost complete, indeed the intention is to have steamed it for the

"Century on rails" weekend of 15/16th October.

The tender was finally finished (except for painting) in September, though balancing the springs proved to be a time consuming business and one set of springs had to be replaced with a spare set. The footsteps up to the top of the tender, which were formerly on the nearside front, have been re-positioned at the back, mainly for safety reasons.



*Chef Vickers takes a break for refreshment during a lull in the proceedings on "The Rother Valley" luncheon train on 25th September 1994.*  
(Sue Vickers)



*No. 19 "Norwegian" undergoing restoration at Rolvenden on 22nd July 1994. The tender is being suitably supported so that the underside can be painted.*  
(John Liddell)





The locomotive was propelled "dead" to Tenterden on Wednesday 15th September by the 08 diesel for gauging purposes, and subsequently went to Wittersham Road on similar tests, with the remaining section to Northiam to be completed in October. As the end of September approached, work on the locomotive itself included the final fitting of the cab windows and seats, the completion of the roof and ventilator and a small amount of pipework for the loco brakes. Both engine and tender are at the undercoat stage of painting and it remains only to apply the black finishing coats and a modest amount of maroon lining. The connecting and eccentric rods are to be fitted, with the possibility of re-metalling being required on the big ends if the need arises once the loco moves under its own steam.

Final tasks to be completed over the Winter months will be the piping up of the sanding gear (which is operated by compressed air) and the fitting of all electrical components. Those readers with lengthy memories will remember that the Norwegian was fitted with a steam generator and an extensive lighting system which covered cab controls and gauges, motion and of course headlights. Whilst it is hoped to exhibit the locomotive in steam during the Autumn the Trust members feel that as there is little work for the loco in the Winter months, there is little point in rushing these last stages of restoration, and some gentle "running-in" will take place. Barring any unforeseen problem, there is every reason to expect that the official launch of No. 19 will be one of the first events to mark the 21st anniversary of the re-opening of the Kent & East Sussex Railway.

No. 21 (Wainwright). In service and performing well.

No. 22 (Maunsell). Rebuilding work progressing very slowly at present due to commitments on No. 19, however, once the Norwegian is in traffic, attention will be given to the provision of new tanks and a cab for this loco.

No. 23 (Holman F. Stephens). In service, a boiler inspection is due before Christmas.

No. 24 (William H. Austen). Now in service following re-metalling of driving axleboxes.

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

No. 27 (Rolvenden). Static exhibit at Tenterden. No. 1638 (GWR Pannier tank). Currently receiving attention to big ends which will be followed by a boiler inspection before the Santa Specials season.

### **Diesel Locomotives**

No. 40 (BTH Bo-Bo). Out of service.

No. 41 (Ruston). In service.

No. 42 (Hunslet). Still awaiting decision on

repairs to centre driving wheels.

No. 43 (Titan). Serviceable when required.

No. 46 (D2023). In service as Tenterden Town shunter. Has visited Rolvenden for attention to minor mechanical repairs following its turn on the "Local Goods" train in July.

No. 47 (D2024). Still awaiting restoration. The engine cover doors were stolen recently but luckily a keen eyed neighbouring farmer noticed them dumped in the hedgerow near Rolvenden and they are now fitted to the loco, securely!

No. 48 (D9504). Still awaiting restoration.

No. 49 (D9505). In service although it is due for some maintenance and possible repaint in the near future. This loco was one of the "stars" of the "Fat Controller's" weekend masquerading as "Teddy".

No. 08.108 (Dover Castle). In service and performing well. Known to many as "Devious Diesel" following its high profile role at the "Thomas" events.

### **Cranes**

No. 316 (DS17700 Grafton). In service at present. Due for a boiler inspection and some mechanical repairs in the near future. Thought must be given to the match wagon of this crane which is the property of the Tenterden Rolling Stock Group and thereby may leave the main operating end of the railway.

No. 311 (DS451 Taylor-Hubbard). No change from last report. Still awaiting extensive repairs.

No. 336 (81S 36 ton). Work has commenced on the repairs to this crane on a contracted basis, however, it is expected that these repairs will take some time with the addition that an expensive automatic safe loading indicator is required to be fitted.

No. 305 (5 ton diesel). Still awaiting repairs.

### **Hastings DEMU**

This year was originally planned to be the last season of operation of the "Hastings" 3-car DEMU on the line, but plans are being made to host the set for a further season, until the end of 1995. Whilst there may only be a limited clientele for this mode of transport, their presence about the railway definitely purveys an air of times past. Many of our visitors from within the Hastings-Tonbridge area immediately recognise the somewhat unusual look and unique sounds associated with these sets, and are pleasantly surprised to see one in preservation. It is hoped that a more positive approach to diagramming this unit next year will see more passengers experiencing a ride in 1950s style.

### **"Derby Lightweight" Class 108 DMU**

Work continues on car No. 53971 (DMBS) of this set. The mechanical work noted in the last



*All the fun of the Fair during the "Thomas" weekend at Tenterden on 17/18th September 1994.*

*(Sue Vickers)*

report has been completed and attention is now focused on the bodywork repairs. The inner end repairs are virtually complete and replacement of wasted panels at the cab end are progressing. It was hoped to start painting the exterior of the car, but in view of the forthcoming winter and lack of covered accommodation, this will have to wait until next year. However, work will still progress on the other vehicle's repairs should this car be completed before the repaint is possible.

### **Carriage & Wagon**

The summer months have been a busy time for the department with a number of projects continuing to make progress, some new initiatives and plenty of routine maintenance.

Our annual working week at the beginning of August proved to be very pleasant and productive. The weather was good and there was a splendid turn out of staff every day. We even broke the attendance record for C&W - 23 people turned up on one occasion! We were even pleased to see some new faces as well as some "long distance" members and there was an impromptu social evening on Thursday at the "Hooden Horse", Rolvenden Layne.

SECR 4-wheeler No. 2937: The vehicle, one of the "Ashford" bodies, was the "star" attraction during the working week. In seven days the openings which had been let into the framework by the previous owners had been repaired, the external cladding renewed and painted in primer, the domestic paint stripped from the

ceiling and French polishing commenced. This has got to be something of a record. The missing internal partitions have since been added and thoughts are turning towards adapting one of the ex-PMV underframes so the coach body has something to run on. Thanks are due to the Ashford area group for financing this project and the SE&CR Society for supplying working drawings of the bodywork.

SR long wheelbase wagon (LING): This was overhauled and re-boarded during the working week as well. The job was almost completed during the week and is now turned out in black with the letters "ED" (for Engineers Department), the KE&SR initials and the new name of FRIMLING.

Breakdown train PMV: This vehicle paid a visit to the shed for a complete external repaint and new roof canvas. This Rolvenden based vehicle will be internally fitted out for its role in the breakdown train at Rolvenden.

MK1 TSO No. 85 Mk 1 CK No. 87 L&NWR Directors Inspection saloon: These vehicles have all spent time in the shed and are part completed. All are needed urgently and have priority for resources.

Maunsell CK No. 56: This vehicle has seen a slow down of work whilst other vehicles have been worked on. The vehicle is, nonetheless, back on its bogies with ceiling repairs and painting virtually complete. Every effort is to be made to get No. 56 into service next season.

GWR Railcar (No. 20): The railcar now has quite a number of areas of new framework visible on the north side. This is most rewarding for the railcar group who have, of course, to work outside in quite difficult conditions.

SE&CR saloon No. 177: A feature article about the saloon appeared in the August issue of *Railway Magazine*. This provided some positive publicity for C&W and the railway at a most needed time.

Following a minor shunting incident, as a precaution, the proposed routine examination of bogies and drawgear on some service stock was brought forward. As is inevitable in this sort of situation the problem developed on the Tuesday evening prior to a Bank Holiday weekend. By 7.00pm on the Saturday the bogies of 4 MK1's and a Maunsell BNO had been run out, examined, greased up and replaced. One set of drawgear had also been dismantled and overhauled.

### Permanent Way

The summer running season prevents the department from undertaking large jobs out on the main line but enough work exists elsewhere. It should not be forgotten that the track must be walked regularly while trains operate and this takes up much manpower.

In addition to the regular Saturday gang undertaking larger jobs with Brian Muston in charge, Peter Hemsley runs a very successful Sunday gang undertaking spot resleepering, replacement of broken chairs, fishplate greasing and other smaller jobs.

The back road siding at Wittersham has been renewed by the Saturday gang with new sleepers and rail. Some of the previous sleepers were reputed to be so rotten that the woodworm had even disappeared to find new homes. This track is now much safer to run and operate cranes from than previously. The whole of this exercise has been financed by the sale of redundant wood sleepers (both seemingly whole sleepers used for garden seats and making walls or even parts of sleepers for other needs) and scrap metal. Much of the rail obtained from Appledore has been sent away for scrap, joined by much of the spare cast iron chairs, etc., not now needed.

The new messroom at Wittersham has been fitted out with kitchen units donated. This now gives an additional encouragement to work at Wittersham which can be a very bleak spot.

### Buildings

The replacement roof covering on Tenterden Station which was to have been fitted earlier in the year, has yet to be completed. Due to



*The SE&CR 4-wheel coach (from Ashford) undergoing re-building at Tenterden on 5th August 1994.*

*(John Liddell)*



*A view of the land adjacent to Rolvenden Station acquired by the Tenterden Railway Company Ltd. in 1994.  
(John Liddell)*

lengthy delay in supply of this unusual profile sheeting the work has now been programmed for the end of October. Other activity under the Buildings banner has been carried out by Peter Davis' team. Replacement gates have been erected at the entrance to the C&W yard at Tenterden, these typical white painted five-bar gates replace the rather large ex-SR iron one which, whilst ex-railway, was a little out of place. The replacements however really do look right and are typical of Colonel Stephens' systems.

The same team have been active at Cranbrook Road Crossing where the gates have been re-painted along with the cattle grid fencing, the immediate area re-landscaped and some attention been given to the track also. The whole aspect of this crossing now presents a far better sight to both rail and road users. The team now moves on to Rolvenden.

### **Signals and Telegraph**

The normal running repairs and failure call outs during the running season mean that not much time is left for new work. However, the Advance Starter at Tenterden has had the main arm and fittings replaced since the existing fitting rotated on the lattice post when the signal was operated. The new fitting was put further up the post to allow space for the new shunt ahead arm.

### **Forestry and Conservation**

The summer has been taken up with two tasks, spot clearances and controlled burning. Various trees overhanging the line have been cut back to prevent them striking the trains. This seemingly easy task can prove difficult. At Cyster's crossing a 20' pole saw plus 15' ladder were not sufficient to reach a branch touching the coach roofs. A further 15' of tree climbing was required before the errant branch could be dealt with. Controlled burning, especially around Willows curve, has reduced the chances of a repeat of last year's bad fire at that point - though the presence of rain this year was probably also a factor. Lastly the headshunt foliage at Tenterden has seen some badly needed remedial work.

### **Tenterden Railway Press**

Both presses are now fully operational and thanks for this must go to the "300" club for funding new rollers for the machines. Ray Bowden and Colin Edwards now save the Railway money by printing many of the railway's needs. One of them is often there at least one day each weekend though much more help is needed. Judging by the number of visitors who stand and watch the press at work it is a contagious disease.

During the September Thomas weekend an



extra order for tickets was printed and in the hands of the booking clerk by 2pm on the Saturday. In addition some 350 Thomas the Tank Engine Certificates were individually personalised and printed. The process of making up the frame and printing the certificate proving very popular.

The request for an A3 folding machine has not resulted in any offers - yet. If you have knowledge of one please let Angela Clark-Monks at Tenterden Station know.

### Northiam Station

The Friends of Northiam group have continued to take a hold of more of the station. The platform face of the station buildings have been repainted - in time for the BBC to come along and cover them in dirt for "Cold Comfort Farm". The entrance to the car park has now been finally sorted out by the group. The first attempt to put in a path resulted in the drainage being disturbed and a minor flood. This was sufficient at times to discourage cars to use the parking. Another £1,000 has been spent to tarmac the path, sort out the drain and put sufficient stone chippings down.

It was discovered, when the group offered to pay

for the electricity bill, that the station was using over £800 per quarter on electricity. By installing economy 7 overnight electricity and detailed sorting out of thermostats this has been reduced to around £90 a quarter. Could this be done elsewhere?

The various events organised for the other end of the line have all been fully supported at Northiam at no cost with some exhibitions and the like. Lastly the Friends have been able to man the buffet at Northiam every running day this year taking over £6,000, in addition to providing a Station Master and Booking clerk every running day - a feat not consistently achieved anywhere else.

### Bodiam Station Project

A year has passed since the last report in this journal. Work has continued on a monthly basis but mainly on routine maintenance of the grounds and building.

Rebuilding of the cattle dock by the Hastings Community Service has almost been completed and only lack of funds has held back final finishings.

A new threshold, replica door and mouldings



*PUM-16 Tamping machine arriving at Wittersham Road Station on 20th August 1994. This machine is resident on the K&ESR but is owned by an independent company. (Duncan Buchanan)*

have been fitted to the forecourt side waiting room door. All four main doors have now been replaced. It is hoped to have the south side (at least) repainted this autumn, weather permitting.

The lean-to store will be the next part of the station building to have full restoration and this will allow the parcels office to be cleared for redecoration.

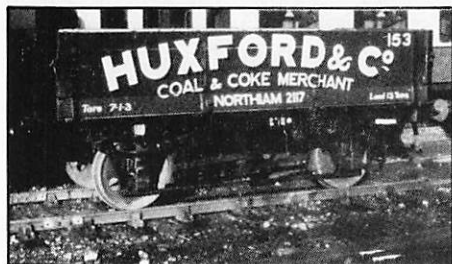


*Rus in Urbe. The erstwhile Dexter Halt, between Bodiam and Northiam, rapidly disappearing into the undergrowth this summer.*

## COMPANY SECRETARY

A vacancy exists for the responsible post of Company Secretary to the Tenterden Railway Company, on the retirement of Raymond Williams. Intending applicants should write to the Chairman, David Stratton, at

Tenterden Station, expressing their interest and stating their qualifications for the job. An average weekly commitment of at least twelve hours "homework" should be expected, as no paid clerical back-up is available.



FOR A  
WARM WELCOME  
TRY  
**HUXFORD & CO**  
Solid fuel merchants  
for over 20 years  
Northiam 252117



## THE WHISTLE STOP CAFE

**2 Coombe Lane, Tenterden**  
(opposite car park in Station Rd.)

**COFFEES - LUNCHES - CREAM TEAS**  
- HOME MADE CAKES

***ALL OUR FOOD IS GENUINELY  
HOME MADE***

Open 7 days a week  
9.30 am-5.30 pm

**Tel: 0580 765450**

## THE BARBERS SHOP

**3 THE FAIRINGS,  
EAST CROSS,  
TENTERDEN, KENT**

**GENTLEMEN'S  
HAIRDRESSER**



**Webb's**



**AGRICULTURAL AND DOMESTIC  
IRONMONGERS**

**TOOL MERCHANTS**

**45 & 51 HIGH STREET, TENTERDEN  
and 21 EAST STREET, SITTINGBOURNE**

\*\*\*\*\*

***IN OUR CHINA, GLASS AND KITCHEN SHOP:-***

Royal Brierley, Royal Worcester, Royal Doulton,  
Prestige, Alpico, Le Creuset, Crystal D'Arques.

These are to name but a few!  
Gift wrapping on request!

\*\*\*\*\*

***FOR TRUE IRONMONGERY AND HARDWARE:-***

Marples, Stanley, Coka, Spear and Jackson, Flymo,  
Qualcast, an endless list of names that spell out quality.

Also: Bosch, Black and Decker, Clarke Tools.

\*\*\*\*\*

**Telephone:**

**TENTERDEN (0580) 762132/3**

## THE VINE INN



- Bed & Breakfast, en-suite rooms with tea, coffee and television
- Restaurant
- Receptions
- Parties

- Cold Buffet & Snacks Available

### ★ *THE OUTSIDE INN* ★

**Barbecues Lunch-time Saturdays &  
Sundays *Plus* Sunday Roast**

**High Street, Tenterden, Kent**  
**Telephone: 0580 762922**

# THE RAILWAY HOTEL

Station Road, Appledore, Kent

Telephone: 0233 758 253 Fax: 0233 758 705

*Monty & Virginia Lowry*



Family run hotel with 10 ground floor rooms all with full en-suite facilities - £19.00 pp per night. Our Victorian-style pub and restaurant serves full a la carte menu together

with an extensive bar menu and specials. Adjacent to Ashford-Hastings branch line. We can arrange for our courtesy mini-bus to and from Tenterden.

**MASTERCARD and VISA**



## OIL HEATING



**COMPETITIVE PRICES**

**REMEMBER - OIL IS THE CHEAPEST HEATING FUEL!**

We can offer the following:

**FULL HEATING SYSTEMS**, or **BOILER CHANGES**, from local, approved Specialists.

**BOILER SERVICE by OIL EXPERTS.**

Oil-Tanks, **NEW** or **REPLACEMENT** - **TITAN** quality plastic tanks **NOW** available for a modest quarterly rental.

**TOP-UP SERVICE**

**BUDGET ACCOUNT**

**FREEPHONE 0800 521065**

**SOUTHERN COUNTIES FUELS**



# Decision Day '94

## Neil Rose gives a personal view of this year's AGM

A new member might be forgiven for thinking that the Tenterden Railway Company is unable to organise a straightforward general meeting. For this year's 23rd Annual General Meeting there was a confusion over dates. The date set clashed with a "Friends of Thomas . . ." weekend, so it had as its sole agenda item a resolution to adjourn until a week later; even this second date had altered from the one originally advised. Thus the meeting was convened on 17 September and those present voted for the adjournment but it is curious to conjecture what if they had not so agreed. Could 20 members, and proxies, have determined the outcome of the meeting, including elections, there and then? I rather think so but fortunately for Raymond Williams, the Secretary, there were no upsets. Thus although it might have been an adjourned meeting, the AGM proper took place on 24 September.

The 1993 AGM was also dogged by problems. The 1992 Accounts were unavailable for the AGM in June and were not considered until an Extraordinary General Meeting in January 1994 when they were over a year out of date.

The 1994 AGM followed hard on the heels of the EGM on 13 August this year at which the Directors wanted to reduce their numbers from 10 to eight. Reasons for this change failed to impress the membership; they believed their views should be represented at the highest level and this would be less likely with fewer directors. Over 50 members took the trouble to turn up and made their views quite clear by voting unanimously against the Resolution so that the number of Directors would remain at 10.

The main issue at this year's AGM was the state of the Company's finances. We knew they were going to be bad and the published accounts confirmed our fears. The Company had made a loss of £108,000 in 1993 on a gross income of some £680,000 (shared between the Company and its trading subsidiary). Admittedly this included almost £61,000 to rebuild the embankment above Orpin's Curve, which was regarded as one-off exceptional expenditure, but the loss compared very badly with the £4,000 shortfall a year earlier. By the end of 1993 the Company's debts, especially with National Westminster Bank, had increased alarmingly by over £110,000. This was seen as a very unhealthy situation which at least nine months

earlier did need urgent remedial action.

Concerns about the problems facing the Railway, an alleged lack of direction and poor communications, saw five members put themselves forward as candidates for election as Directors. Dicky Dyer, Graham Hukins, Richard Johnston, Chris Lewis and Mark Yonge conducted a carefully planned campaign, putting their views to the membership at large and ensuring their message was known to the working volunteers. Also in the contest were six existing Directors. David Stratton (Chairman), Andy Webb and Paul Wilson retired under the "one-third" rule and offered themselves for re-election. Richard Osborn, Bernard Sealy and Graham Smith, as co-opted members during the year, offered themselves for election. Only Adrian Chapman and Robin Dyce remained as continuing Directors, but a week before the AGM the former resigned.

With 11 candidates for eight places, the weeks leading to the AGM were somewhat hectic. The merits and demerits of candidates were constant topics of volunteers' conversations. Lurid tales about the Railway abounded. Pieces for and against the candidates appeared in *The Smokebox*, the unofficial journal of the volunteer members. Posters and notices appeared, and disappeared. All and all it was a pretty robust contest. I don't know if anybody opened a book on the outcome but there were plenty of "dead cert" tipsters.

After the excitement preceding the AGM the rather drab autumnal afternoon set the tone for the meeting as we gathered in the Tenterden Club. The hall was more crowded than any AGM I can remember: some 250 members were present with many standing throughout. Roadworks in Tenterden High Street caused delayed arrivals but fortunately the Secretary waited until 2.05pm to begin, giving time for latecomers to get their breath back. This gave an opportunity to study a consolidated balance sheet and financial statements for 1993, as well as the predicted out-turn for 1994, which were handed to us on arrival, information which should have formed part of the published accounts. Whilst the figures did nothing to alter the 1993 out-turn the 1994 forecast was much more encouraging.

On opening the meeting, David Stratton passed the Chairman's job to Robin Dyce who was the

only Director whose position was uncontested. It is very much to Robin's credit that he maintained good order throughout what could have been a very fraught afternoon. Having established that there were no press present, the formal business began, starting with the minutes of recent meetings which were quickly despatched.

We listened attentively to the Chairman's Address. It was not an easy presentation for David Stratton and emotion was never very far from the surface. Whatever their personal opinions, those present must have felt some sympathy for him and the other Directors as the preceding stressful months had clearly taken their toll. An "Annus horribilis" was how he summed up 1993. He outlined how in late 1992 the 1993 budget had been narrowly approved by the Board, with the support of the Railway's management. However revenue did not meet growth targets and extra costs could not be recovered. He explained why it was decided to go for a complete rebuild of the embankment to minimise future maintenance costs. The board had protracted problems with the Charity Commissioners over advertising and much time was spent in countering an extremely worrying planning application for a hotel complex near Tenterden station.

When the financial deterioration had become known the Directors had kept the bank fully informed and had sought professional advice. The upshot was positive support and agreement of the Company's immediate funding arrangements and its longer term Business Plan. David Stratton read out a confidential letter he had sent to all Directors in March 1993 in an attempt to address the deteriorating financial situation; there was to be no work contracted outside without specific approval, no visiting locomotives and a 20% reduction in spending in all areas forthwith. On a more positive note he spoke of the positive contribution made by Gillian Howie since her appointment as Commercial Manager. Finally, he mentioned that the 1994 budget prepared last November looked for an ongoing 25% reduction in expenditure.

It was no surprise the Chairman concentrated on the financial situation. He did not attempt to excuse himself or fellow Directors from responsibility but said that the problems had been recognised and addressed although the losses appeared to climb inexorably during 1993 despite this action. It was a sombre presentation but the conclusion was heartening and the K&ESR is still in business.

Bernard Scaly, who had the unenviable task of taking over the Company's finances earlier this year when they were at their nadir, then presented the accounts. His use of an overhead projector was a good idea but I doubt if the figures could be read from the back of the hall. As the published figures were already known, he sensibly concentrated on the consolidated figures and the projected results for 1994. Unfortunately, he presented the figures rather as if to a gathering of accountants and I doubt if many in the audience understood what he was saying. Much of the overdraft with the bank had been capitalised into a loan with regular repayments, instead of repayable on demand which could have led to the bankruptcy of the Company. He forecast that the borrowings would fall by £50,000 by the end of the year. After just one question (from me!) the resolutions for the adoption of the accounts and the appointment of the auditors were both carried on a show of hands; seven members abstained on the former, four on the latter with one against.

The financial problems highlighted the lack of management information available on spending. The Company's inability to produce accounts until many months after the year end is also disturbing and I certainly hope this delay can be addressed in future: they should be ready in May.

The meeting moved on to the election of Directors, the obvious highlight of the afternoon. Robin Dyce sought clarification about Richard Johnston's statement that he wanted to serve the Railway in a non-executive capacity. Robin's view was that all Directors should have some form of executive position and that this intention was incompatible. Richard Johnston explained how he saw his role, providing a strategic overview, to the satisfaction of the meeting.

Then each candidate, bar Richard Osborn who could not attend, was asked to speak to the meeting. They largely followed the manifestoes that had been sent out to members so I will not repeat them here. Nor will I comment on who impressed in their delivery and who rambled; those present will recall!

Presentations concluded and at last came the time to put crosses on ballot papers and to hand them in for counting which was to take very nearly an hour. Immediately after the papers had been taken out of the hall for counting, Robin Dyce asked whether the meeting should accept the election of nine Directors, not eight, given the additional vacancy caused by Adrian Chapman's departure. I certainly felt that

everyone had completed ballot papers or proxy forms on the basis of eight to be elected and that it would be improper to alter the numbers now: I said so publicly with the full support of the meeting. The correct course was for the new Board to co-opt someone to fill the vacancy although this meant no-one on the ballot paper could be selected.

The traditional Open Forum took place while the votes were counted and was remarkably free of contention. Perhaps everyone had half a mind on the election results. That it was noisy was entirely due to a rock group practising downstairs, an irritating distraction. Subjects covered included interference with internal post, Terrier policy specifically and locomotive restoration generally; centralised purchasing ("it won't work"); staff wages and seasonal employment ("we get far more out of staff than we pay them for"); Rolvenden land purchase - two fields cost £47,500, and earmarked for future locomotive and carriage works; a KE&SR "300" Club promotion; and an appeal by C&W for help to complete repairs on two carriages in time for the Santa Specials - their non-availability could harm valuable income.

Next Robin Dyce presented the Railway's recently developed Business Plan taking us into the next century. In summary it envisages keeping the KE&SR in the forefront of tourist attractions, making it a welcoming place to visit with a diversity of trains to cater for the average visitor and enthusiast alike. Bodiam will have been reached. For Tenterden the "Soweto" office block will have long since disappeared with a proper shop building erected in its place. The C&W Department will migrate to Rolvenden leaving its shed as a museum and office accommodation. The financial statements given a little earlier contrasted with the £2 million plus needed to finance these plans; they seemed over-optimistic even with the various fund-raising exercises envisaged.

Nevertheless, the Business Plan aims to improve the Railway and at the meeting it struck a positive note. I couldn't help feeling that by not having made it known to the members before, the old Directors had done themselves a disservice. It represented much thought and work, a positive planning statement. There was a danger of its authors being unrecognised.

At 4.40pm there was a stir at the back of the hall; the count was complete. The results were passed around those on the stage. Expressions were scrutinised to see if the winners and losers could be identified before the results were announced. Raymond Williams started to read

off the results at a gallop, too fast for the audience's pencils. He started again. We learnt that 388 members had voted, at the meeting and by proxy (surely a record), with the following results:

Chris Lewis	324 votes	elected
Dicky Dyer	275 votes	elected
David Stratton	267 votes	elected*
Bernard Sealy	263 votes	elected*
Graham Hukins	263 votes	elected
Mark Yonge	252 votes	elected
Richard Johnston	232 votes	elected
Paul Wilson	219 votes	elected*
Andrew Webb	215 votes	not elected*
Graham Smith	174 votes	not elected*
Richard Osborn	160 votes	not elected*

\*existing Directors

So the five newcomers had been elected (in Mark Yonge's case he has been a Director, and Chairman, before), three Directors re-elected and three ousted. The meeting was all but over. But not before from the floor Peter Davis expressed thanks and appreciation to those who had lost their seats, a sentiment that was endorsed with loud acclamation.

My overall impression? A much more subdued meeting than usual. A time for thought but not for recrimination. The company has gone through a difficult patch recently when financial controls had been weak. Things were improving and this was very clearly an occasion to put a line under the past and look to a more positive future. The old Board had been too introverted for the volunteer members; rumour and suspicion abound in the absence of hard news. So hopefully the new Directors will have learnt a hard lesson; communications are all important. It is vital to keep an ear to the voice of volunteers, make sure they are kept properly informed and, above all, give proper direction and leadership, thus gaining the confidence and loyalty of the workforce.

I was also forcibly reminded that the Directors are volunteers too. They carry a tremendous workload and responsibility for us all. It is a task few of us would willingly shoulder. The new Board need our support for the good of the Railway. Above all the AGM cleared the air, enabling members to get on with the tasks they do best, keeping a super railway running. And the next day that is exactly what they were doing.

*Our Chairman, David Stratton, replies.*

This article is honest and accurate and it does

*Continued on page 44*

# Holman Stephens - The Military Man

**"A rather eccentric and independent old-style officer and a gentleman"**

The name of Colonel Stephens is widely known as the engineer and first general manager of the K&ESR and much has been written about his involvement with this and a number of other railways. However, surprisingly little has been published concerning his military career. Stephens was never a full-time Army officer, but a member of the "volunteer" forces (later the Territorial Force), and so was able to continue his railway work in parallel with his military duties.

The young Holman Stephens first showed an interest in the military whilst a schoolboy. Writing to his father from France in 1883 he demonstrated a keen eye for detail when commenting on the local French infantry (see "My Dear Dah", *The Tenlder Terrier* No. 52). When he returned to his studies at University College School, London, Stephens became secretary of his school cadet company. In 1888, at the age of 20, he was at summer camp at Aldershot when he wrote to his father, "I was on duty last night as Corporal of Piquet and nearly caught a tramp who was trying to sleep in an empty tent . . . excuse my bad writing as this is written in a tent on a kit-bag."

Stephens continued his military interests whilst training with the Metropolitan Railway and during his first real job as resident engineer for the construction of the Cranbrook & Paddock Wood Railway. We know this because in 1915, he was recorded as having served for 28 years, i.e. from 1887, however, we have no record of his assignments, ranks or base up to 1896.

Stephens' first commission, as a second-lieutenant with the 1st Sussex (Volunteer) Royal Engineers based at 40 Junction Road, Eastbourne, is dated 2nd May 1896. The following year, on 8th December 1897, he was promoted to Lieutenant and on 3rd December 1898 to Captain, still at Eastbourne. He was by now 30 years of age.

During the Boer War (1899-1902), Stephens recruited 600 men to serve with the Royal Engineers in South Africa, and it is in the role of recruiting officer that he seems to have had particular success.

Although previously promoted to captain with the 1st Sussex (Volunteer) R.E., Stephens received a fresh commission as a captain on 8th

February 1905, this time with the 2nd Cinque Ports, Royal Garrison Artillery (Volunteers) also based at Junction Road, Eastbourne. He was to retain this post until 1st February 1907.

On the 1st April 1908, the old volunteer companies (which had acted as a sort of citizens' militia since the Napoleonic invasion threats of the early nineteenth century), were superseded by the Territorial Force, forerunner of the Territorial Army. The Royal Engineers (Volunteers) were reformed into the Kent (Fortress) Royal Engineers with five companies, although at first these existed on paper only. Stephens was appointed Commanding Officer with the rank of major (not gazetted as a substantive rank until 29th May 1911) and by November 1908 had moved his headquarters to the Drill Hall, Chatham. He was given a regular officer, Captain V. Thompson, as his Adjutant. The first task was to convert the "paper" companies into operational units. The companies were based on towns throughout Kent as follows:

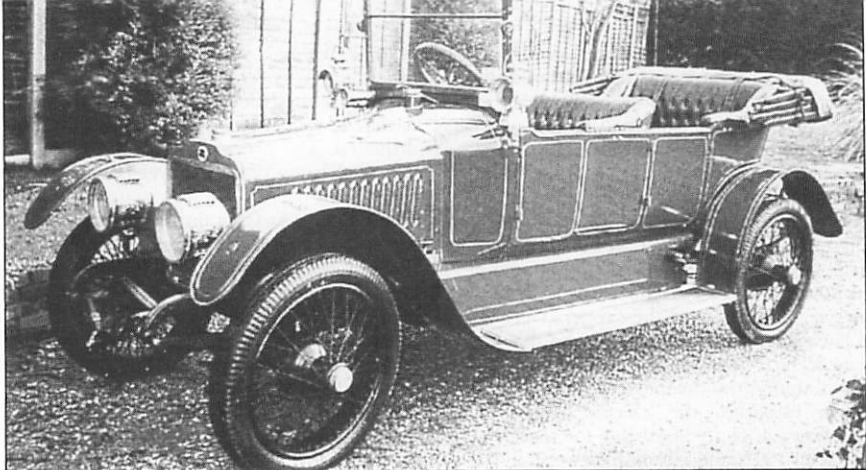
Tonbridge	1st Kent (Fortress) Works Company
Ashford	2nd Kent (Fortress) Works Company
Southborough	3rd Kent (Fortress) Works Company
Gillingham	4th Electric Light Company
Gravesend	5th Electric Light Company

There was also a separate Sussex (Fortress) Works Company based at Seaford.

On 29th January 1913, Stephens was given command of the Cadet Battalion of the Kent (Fortress) R.E., again with the rank of major and in addition to his other duties.

It should be remembered that throughout this time, Stephens was also running his railway empire from the Tonbridge offices. It is said he officially attended his Army duties once every fortnight though it may well have been more often. At some time before the First World War, Stephens' headquarters were moved to Pier Road, Gillingham, and at about the same time, though not a driver himself, he bought a 1912 Brasier car, for which he had an Army driver. On Saturday 2nd October 1915, the car was being driven to a garage in London by two sappers, when it was involved in a collision with a taxi-cab in Piccadilly. Sapper W. Brown,





*A 1912 Brasier 24 hp car, probably identical to the one owned by Colonel Stephens. Although a survivor at Tenterden well into the 1930s, the fate of Stephens' car has never been established*

# THE REVIEW

THE ORGAN (UNOFFICIAL) OF THE KENT ENGINEERS—WORKS, FIELD, AND LIGHTS COMPANIES.

Editor: Capt. A. M. WELLINGTON.

Vol. 1.

FRIDAY, SEPTEMBER 17th, 1913.

No. 1.



LIEUTENANT-COLONEL H. F. STEPHENS, T.D.

It is not necessary for us to introduce to our readers the subject of the photograph; the face is familiar to all of us. LIEUT.-COL. H. F. STEPHENS, T.D., has not only commanded the Kent (Fortress) R.E. for many years, but in the first place formed and organised the unit. He has had over 28 years' service and received the Territorial Decoration some years ago. He has worked tirelessly for the good of the men, both in times of peace and war, and it is not surprising to know that he has accepted the Presidency of the Committee formed for providing comforts for the men sent Overseas. We have no doubt that he will ably lead the Committee in carrying out its laudable work, and that the task to him will be congenial. He thoroughly realises the benefits the publication of this Magazine will bring to the Kent Engineers in connection with recruiting and good fellowship. He looks to all to make it a success.

Stephens' driver, who lived at Robertsbridge was unhurt, but the passenger was thrown out and needed stitches for a head injury. Although the Brasier was described as "smashed up", it was repaired and in later years was stored in the railway stables at Tenterden until at least the late 1930s. Its ultimate fate is unknown.

Following a fortnight's exercise at Chattenden camp near Chatham in July 1914, the companies returned home. But on 4 August, war with Germany was declared and the sappers were recalled back into uniform. Initially, the five Territorial Kent (Fortress) R.E. companies were employed manning the defences of the Thames and Medway estuaries - the "electric light" companies were in fact responsible for search-lights. Early in 1915, the companies were mobilised into operational Field Companies, their training completed, and plans were drawn up for the companies to proceed overseas, some to the Western Front in France, others to Gallipoli fighting the Turks in the Eastern Mediterranean. Stephens remained at Chatham recruiting 2nd and 3rd line companies as replacements for the Field units.

In September 1915, Stephens featured on the front cover of a magazine "The Review", which had the sub-title "The Organ (Unofficial) of the Kent Engineers - Works, Field and Lights Companies". The editorial stated that Stephens "has worked tirelessly for the good of the men, both in times of peace and war", and "he has accepted the Presidency of the Committee formed for providing comforts for the men sent Overseas". The hope was expressed that the magazine would benefit recruitment and "good fellowship". A later issue records that Stephens presented a football cup, described as a "magnificent trophy", to be played for by the various Kent R.E. units. It was known as the "Colonel Stephens Cup". When informed that a draw for the cup was to be arranged shortly, Stephens, deliberately misunderstanding, replied, "You're not going to play for it after all then - you're going to raffle it!" Recent attempts to trace the whereabouts of the cup have been unsuccessful. Publication of the "The Review" continued until at least 1917.

In October 1915, disaster struck the 1st/3rd Kent Field Companies R.E. based on Tonbridge and Southborough. They left their depot at Gillingham on 11th October 1915, and sailed the following day from Devonport in the troopship "Scotian" for Gallipoli. In the Mediterranean, the troops transferred to a small ex-South Eastern & Chatham Railway ferry requisitioned as H.M.S. "Hythe" and normally used as an auxiliary minesweeper. On the night

of 28th October, the "Hythe" was rammed by a much larger ex-ferry, H.M.S. "Sarnia" and within minutes the "Hythe" sank. In the darkness, one officer and 128 men were drowned. The proceedings of the subsequent Court of Enquiry have never been published.

The officer was Captain David Salomons, only son of and heir to Sir David Salomons, Bart, of Broomhill, Southborough. Holman Stephens knew Sir David for two reasons: Sir David had been the Honorary Colonel of the Kent (Fortress) Royal Engineers since its formation in 1908, but he had also been a director of the South Eastern Railway and SE&CR since 1895 and he later largely influenced the policy of suburban electrification on the Southern Railway.

Stephens had played a leading role in the recruitment of the men lost in the "Hythe" disaster and in his grief, Sir David (or so it is said), irrationally placed the responsibility on Stephens for the loss of his son. It is said that the two men never spoke socially to each other thereafter.

There is conflicting evidence as to when Stephens was promoted to the rank of Lieutenant-Colonel. Harry Furniss, the cartoonist, addressed him as Major Stephens in a letter of January 1915 but "The Review" in September refers to Lt. Colonel Stephens. Other Royal Engineers' records give 4th January 1916 as the date of his promotion while in 1976, the Army Records Centre reported that he was gazetted as Lt. Colonel on 26th August 1921. Whatever the truth, he has certainly been known as Colonel Stephens since 1915.

Increasingly, Stephens gave more time to his Army duties as the War became bogged down and losses of men mounted. The loyal staff at Salford Terrace, Tonbridge, had to shoulder the burden of running the railways with very limited contact with him. In fact, he was only available for railway duties from Saturday mornings, returning on Monday afternoons to Gillingham. Even so, the War Office put pressure on Stephens to give his attention full-time to the war effort and eventually issued an ultimatum to him: become full-time or retire. The conflict of interest was too great and Stephens decided to return to his railway interests. On 1st April 1916, he was transferred to the Territorial Force Reserve with the rank of Lt. Colonel. In March 1917, he was Mentioned in Despatches for his sterling services. During the first years of the War he had recruited 220 officers and 2,400 men for service with the Kent (Fortress) Royal Engineers.



*Second-lieutenant Holman Stephens, seated (left) at Eastbourne in 1896.*

Although most of the Stephens' railways had seen increased traffic during the First World War and income was reasonably healthy, the staff at Salford Terrace no doubt viewed with some relief his return full-time to the business of running and promoting railways. To celebrate his return and to thank his employees at Tonbridge, Stephens organised a staff dinner at the Criterion Restaurant, London, on 4th February 1916.

Stephens' batman during the Great War had been Lance-Corporal Albert Osborne of Coronation Villas, Church Street, Robertsbridge. He followed Stephens into civilian life and was given a job, firstly as crossing keeper at Northbridge Street and later as an assistant in the Salford Terrace drawing office. Stephens enjoyed a reputation for looking after his men and all the reminiscences of those who served under him show that he was well liked and regarded as a gentleman officer of the "old school". In fact, Mr Pardoe, on the staff of the

Shropshire & Montgomeryshire, recalled in an interview in 1958 that Stephens had sent him food parcels whilst he was on active service in France.

However, Stephens' Army life was not over - he merely returned to the role of a Reserve officer and soon had a new command. In April 1916, a local newspaper reported, "The new Weald of Kent Battalion of the Kent Fencibles is to be placed under the command of Major H.F. Stephens of Tonbridge, who commanded the Kent (Fortress) Royal Engineers, and was responsible for the smartness and numerical strength of that unit, both before and after mobilisation. Now that the VTCs are to be recognised as a fighting body by the War Office, considerable impetus will be given to the movement, and Major Stephens possesses all the qualities for making it go. The battalion will include companies or platoons from Ashford, Tenterden, Headcorn, Staplehurst, Marden, Goudhurst and Hawkhurst."

Quite what the "Fencibles" did has yet to be researched, and it is assumed that VTCs were "volunteer territorial companies", but Stephens evidently held this command for the next five years or so. The reference to "Major" Stephens is interesting. Although the R.E. Records indicate Stephens returned to the reserve list with the rank of Lt. Colonel, it is assumed that this was an acting or temporary rank and that his substantive rank remained that of major until he was gazetted as Lt. Colonel in 1921.

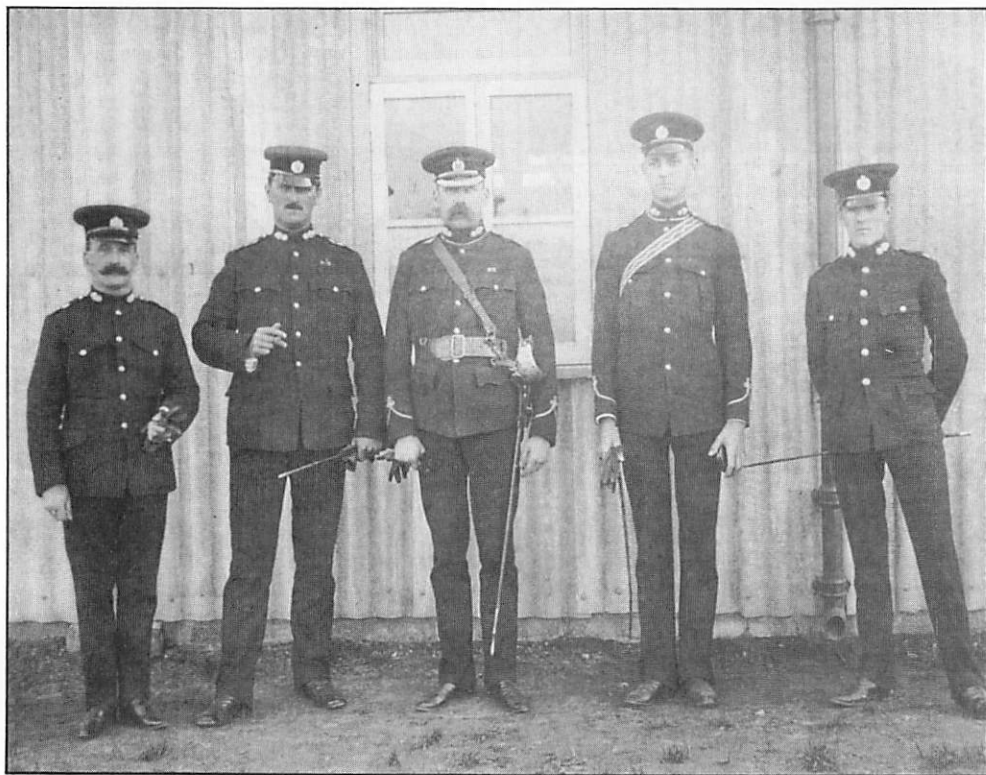
In 1916, an uprising began in Ireland against British rule and many members of the Royal Irish Constabulary were killed in the subsequent fighting. Quite what connection Stephens had with Ireland is unclear, but he organised a fund to support the widows and orphans of the police. At the time of his death, this was described as "perhaps his greatest deed", though it is not known how the funds were raised.

By 1921, it appears the War Office required a technical officer as Commanding Officer of the Sussex (Fortress) R.E. Territorials based at Seaford and Stephens was appointed to yet another command.

Regimental Sergeant Major Jacomb was the permanent staff instructor at Seaford, and when interviewed in 1976, remembered Stephens as a rather eccentric and independent old style officer and a gentleman. Stephens would send a telegram asking to be met with a car at the local railway station - but he would refuse to take parade. Instead, he would watch through field-glasses from his hotel bedroom window as a



*Officers of the Kent (Fortress) RE, c. 1914. Major Stephens seated 2nd left. Sir David Salomons, Hon Colonel, 3rd left.*

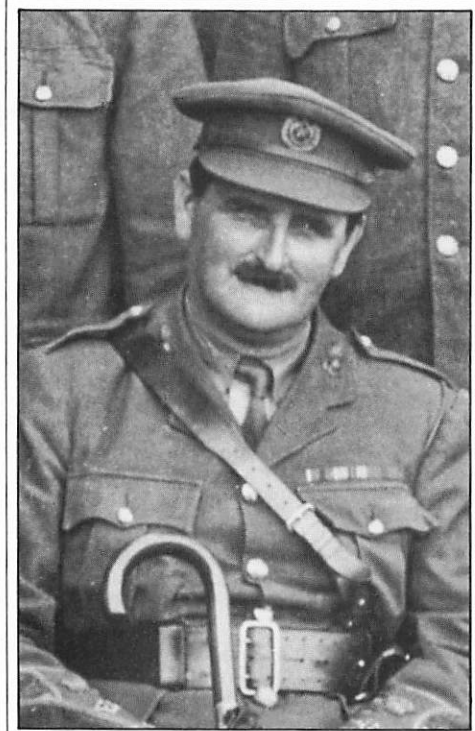


*Captain Stephens, 2nd left, c. 1907, with the Sussex (Volunteers) RE, at Eastbourne.*





*Stephens in the uniform of Lt-Colonel, probably with Cinque Ports (Fortress) RE, Dover, c. 1923.*



*Detail from the c. 1923 photograph above. Possibly the last photograph of Colonel Stephens in uniform.*



*(All photographs  
are from the  
Colonel Stephens  
Historical Archive)*



junior officer took parade. He was very generous to his men, buying them drinks, and RSM Jacomb recalled Stephens cancelling weekend camp at very short notice and personally paying for all the wasted food rations and other provisions.

Stephens' time at Seaford was short-lived. There was a re-organisation of the Territorial Force Royal Engineers and in 1923, the Sussex (Fortress) company was disbanded and the establishment transferred to the Cinque Ports (Fortress) R.E. based at Dover. RSM Jacomb was transferred as permanent staff instructor at Dover alongside Stephens as the new Commanding Officer.

At Dover, on his fortnightly visits, Stephens stayed at the Lord Warden Hotel where he was to die in 1931. His eccentric ways continued. Sergeant Carpenter had been a boy bugler serving with Stephens at Gillingham in 1916 and in 1923 was posted to Dover. Interviewed, again in 1976, he also remembered Stephens as a very generous man, paying for things for the men out of his own pocket. Stephens confided in Carpenter that he did so because he regarded the Army as his sole hobby. Stephens decided to form a string, pipe and brass band and bought all the instruments personally. (Later, when

Stephens' lodgings in Tonbridge were being emptied following his death, one room was found to be full of musical instruments.) Stephens also supplied a rowing boat for the men's use around Dover harbour.

It has been impossible to establish the precise date at which Stephens gave up an active role in the Territorial Force Reserve, but it was probably 1924 or 1925. By that time, his existing railways were under increasing financial pressure and he may have been pre-occupied with new schemes such as the North Devon & Cornwall Junction Light, Ashover and Southern Heights. Stephens died on 23rd October 1931 and at his funeral service at Hammersmith on 31st October 1931, his fellow officers were well represented, including Lt. Col. A. Ruston, Major A. Cooksey, Capt. C.J. Holcombe, and Capt. C.H. Igglesden who had commanded the 2nd (Ashford) R.E. Works Company during the Great War - all original officers in the Kent (Fortress) Royal Engineers. A wreath was laid on behalf of the officers and men of the Fortress Companies. By a strange coincidence, Stephens was buried on his birthday. He would have been 63.

**John Miller**

*The author would like to thank A. Michael Davies for reading and commenting on the text.*



## THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE LIGHT & NARROW GAUGE RAILWAYS OF HOLMAN F. STEPHENS.

Are you a fan of the Kent & East Sussex Railway as it was before British Railways got hold of it? If so, you might also become a fan of the man who built it: Colonel Holman Fred Stephens. He also ran an empire of 13 other small railways throughout Britain, each as charming and full of character as the K&ESR.

The Colonel Stephens Society was formed in 1985 for the enthusiasts of the Colonel's lines. Now, over 170 members worldwide are following the rise and fall of the Colonel's empire through the pages of "The Colonel", the Society's quarterly newsletter. It covers historical, personal and modelling information on railways such as the Rye & Camber Tram, the Weston Clevedon & Portishead, the Welsh Highland and the Snailbeach District.

If you are interested in the lesser known rural byways of Britain's railway past, their trains and the people that ran them, join the Colonel Stephens Society. It costs only £5 a year (£6 overseas), bringing you four editions of "The Colonel", contact with fellow enthusiasts and a wealth of relevant information and views. If you would like to join, write to: Nigel Bird, Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY.

**TV & VIDEO  
SALES RENTAL  
REPAIRS SERVICE**

*Challenge T.V.*



**TOSHIBA  
ITT NOKIA**

DEMONSTRATIONS  
ARRANGED IN THE  
COMFORT OF YOUR HOME



**TOSHIBA**



DEALER

- LOANS SET AVAILABLE
- SATELLITE SYSTEMS INSTALLED
- AERIALS REPAIRED & ERECTED

**0580 763911**



**ENGLISH WINES & CIDER**

*from*  
**Biddenden**  
**VINEYARDS**

*Enjoy a leisurely stroll around Kent's oldest vineyard  
and taste our range of wines and ciders.*

Little Whatmans, Biddenden, Ashford,  
Kent TN27 8DH.  
Telephone: Biddenden (0580) 291726



*H*

**HAMILTONS**

*China, Glass, Tableware & Gifts.*

Spode (inc. "Blue  
Italian"), Wedgwood,  
Coalport, Royal  
Albert, Duchess,  
Edinburgh & Royal  
Brierley Crystal  
Mason's Ironstone



- ★ Figurines ★
- ★ Limited Edition Plates ★

Coombe Lane  
(opposite the Coach Park)  
Tenterden  
**(0580) 762010**



**Purveyors of Quality Meat  
Poultry and Game  
Home Cooked Meats  
English and Continental  
Cheeses**

Come and visit our Delicatessen to  
view our wide range of homemade  
sweets and savoury pies from the  
Kentish Pie range. We also have a  
large selection of fresh ground coffee  
and speciality teas.

9 Ashford Road, Tenterden, Kent  
Tel: Tenterden (0580) 763493

*Free delivery in the Tenterden area*

# JENNERS

Free-standing & Built-in  
Electrical Appliances  
Gas Cookers

Television - Video - Hi-Fi  
Satellite Systems  
Camcorders - Audio

Ferguson, Mitsubishi, JVC,  
Panasonic, Philips

21-23 Ashford Road  
Tenterden, Kent TN30 6LN  
Telephone: (0580) 763230

# Scotland & Bates

Established over 50 years  
A FAMILY BUSINESS WITH  
MODERN LUXURY COACHES



Available for—  
Private Hire Excursions, including  
Sports Meetings  
Theatre Parties and Club Outings  
Continental Work Undertaken

For a Quotation for Any Distance  
Ring Georgina Bates

**THE GARAGE — APPLEDORE**

Telephone: Appledore (023 383) 325



## Justins of Bodiam

is now an established Care Home, in  
its ninth year.

Situated on 3 ares of land, on the  
Kent & Sussex borders overlooking  
Bodiam Castle.

We offer good food, warmth and  
comfort 24 hours of the day.

Ideal for holiday or convalescence.

So why not give a ring on 0580  
830372 for a trial period and feel the  
atmosphere for yourself.

**Justins**

Bodiam Robertsbridge East Sussex

## THE ROTHER VALLEY INN



Northiam, Rye, East Sussex TN31 6QT  
Tel: Northiam (0797 252116)

**A FREE HOUSE WITH  
RESTAURANT &  
ACCOMMODATION  
CARAVAN PARK**

50 metres from Kent & East Sussex Steam  
Railway - also boat trips nearby.  
A family-run Victorian Inn with comfortable  
bars with Pool & Darts.

Restaurant in Charles Dickens era with good  
home cooking plus bar snacks always  
available.

Small Function Room available with Resident  
D.J. if required.

# A Day at Rolvenden

**Duncan Buchanan writes of the trials and tribulations of being a signalman and invites others to join in the fun!**

The late finish of a volunteers barbecue the previous evening is definitely a mistake when an alert awake approach to a half hourly Bank Holiday service is required. Still the busier the day the less chance there is for someone to decide to run an extra train or two with all the complications that this involves. Hence the timetable may in fact be the whole story with a straight forward, if busy, day in prospect.

Arrival at Rolvenden, after purchasing the essential Sunday paper, is late at 9.15 for a nominal 9.00am start. At least everything is currently on schedule with the first light engine just taking water from the yard exit column before the tea cans are filled ready to go off shed at 9.30. Peter Lamont is waiting to pick up the Long section staff and head out to Wittersham Road and open up the signalbox there. Since I am late the Tenterden signalman, Gerald Siviour, is already waiting to exchange opening signals with me. The closing switch is put to the IN position, the long section staff extracted from the token instrument, so that Peter can depart, and then opening signals are exchanged with Tenterden in a blur of signals. Although the required signal is 5 beats - pause - 5 beats - pause - 5 beats, it sounds much more like 15 beats with no pauses to the uninitiated. The Tablet instrument to Tenterden is then tested to prove that the system still works before the Tablet for the light engine is obtained by the code 2 pause 3. The tablet, which is in fact a 5" diameter brass disc inscribed with the legend "Tenterden-Rolvenden", is placed inscription visible in an open faced leather pouch with a wire hoop to help the crews catch it when passing the signalbox.

A moment's rest ensues so there is time to complete the train register. The Sunday newspaper is next laid out ready to read and then the kettle put on for the first of several cups of tea. The previous evening's Pullman signalman has left the box spotless. Not only does the brasswork shine, so also does the floor, not forgetting that the windows have recently been cleaned and the lever top polished. This is one of those rare occasions when there is no cleaning to be done. Meantime the engine departs the yard so the yard points are pulled over and the engine let out towards the gates. I walk down the stairs and hold the tablet for the fireman to catch as he passes. The train is then

signalled as entering section to Tenterden.

A look around the signalbox will help most readers who may have seen inside a signalbox but wondered what everything is for. Firstly the lever frame. Although visually the most important item it in fact allows control of a relatively small section of the line from the end of the Sewage Works straight to the bottom of the bank just above Orpins crossing. Each lever is painted to indicate its function (red is a signal, black a point, white is spare, etc.). The block shelf above contains indicators revealing the position of all signals which cannot be seen from the box, whether the track circuit at the Up inner Home signal is occupied, or whether the signal lamps are correctly illuminated. On top of the shelf are the bells for the block instruments and approach treadles plus the closing switch. Above the shelf is a large diagram showing the layout of the track, position of the various signals, points and telephones.

At the far end of the box is a coal stove, sink and small baby Belling oven. Sufficient for all tea making needs and warmth on the coldest of winter days. Near the door is a fine collection of telephones. There are four separate circuits. The first is the BT line shared with the rest of Rolvenden. Its neighbour is the railway's internal dial circuit. This is used by everybody to find out what is going on, often for nothing to do with the running of trains. Next there is the omnibus line which allows the signalboxes, and a few other operating locations of interest, to talk to each other simultaneously. Lastly comes the concentrator circuit which allows private communication between the signalman and various points around the layout. Thus instructions passed to crews cannot be overheard by the wrong people and possibly misunderstood.

Lastly at the other side of the door are the block instruments. A tablet instrument to Tenterden and a token instrument to Wittersham. Although completely different in appearance and operation they perform exactly the same function, namely the release of only one tablet or token from either end of the section at any one time. Hence if a driver is in possession of the token or tablet it is certain that no one else can be in the section (assuming other drivers obey the rules as well). With the importance of the token all actions associated with it are recorded in the train



register along with the time of the event. This is obviously especially vital during failure of the instruments when alternative arrangements must be made and when trains fail in section.

While looking around the box the first engine has got to Tenterden and been followed by a second. Wittersham Road sends opening signals and attempts to test the instruments. Unfortunately there is a problem at Wittersham. This means that the S&T technicians must be found to sort out the problem. They cannot be found by use of the internal telephone circuit. Even their mobile phone is off the air so there only remains the pager which works this time. A few minutes later the phone rings at Rolvenden and they are dispatched to Wittersham to sort out the problem.

Meanwhile the 10.30 leaves Tenterden, as the third light engine comes out of the yard and waits in the loop. Shortly before the 10.30 arrives, the problem with the instrument at Wittersham Road is sorted out and the token for the Rolvenden-Wittersham section is obtained with the 3-1 bell code. As the down Victorian train departs in the care of the GWR pannier tank, I walk down the steps as the fireman gives up the tablet and catches the Wittersham one from me. Before the light engine (No. 23) can be released the tablet must be put into the instrument and one obtained for the light engine. Then all the signals replaced for the down movement before the points are swung across and the signals pulled for the up light engine. Meanwhile a bell rings to announce that the pannier tank has passed my down advanced starter at the sewage works and therefore should be signalled as in-section (2 beats on the bell) to Wittersham. Another turn down the stairs and the light engine crew catch their staff before peace descends and a brew of tea can be made.

A regular pattern now starts with one train down the bank every half hour meeting the up train which normally waits in the loop for 3 or 4 minutes. Sometimes the gates at the crossing are opened for the crew by one of the engine cleaners but equally often they are not. This costs a couple of minutes to the service simply because few people are prepared to spend a whole day just doing the gates. Fortunately though, Cranbrook Road gates are manned today so some of the delays are minimised.

When the 14.30 arrives from Tenterden with 1638 (the pannier tank) the Rolvenden Running Foreman jumps off, having been to Tenterden for his lunch, and says in quick succession that DS238 (Wainwright) has lost its brick arch and



*Duncan  
Buchanan*

*(Brian  
Stephenson)*

that 1638's warm big end is getting hotter. Once the up train is out of the way he says that he will get the class 14 diesel out of the sewage works siding and prepare it to relieve the sick steam engines. Time for me to take stock. Which is the first engine to arrive at Rolvenden? 1638 is on the 14.30 going towards Wittersham so it cannot be the first. DS238 was on the 14.00 which should be just leaving Northiam to pass 1638 at Wittersham. Therefore there is over half an hour to get ready. There has been no statement yet as to how bad DS238 is so there is a need to prepare for all eventualities. Will it come off and be replaced or just simply assisted or might it not even make Rolvenden? The time now passes quickly as the diesel is taken from the siding into the yard for oiling up. The phone rings as inevitably people want to know what is happening - not knowing the whole story makes the answer brief and uninformative. A call is made to Wittersham to find out what is known there but he does not know either. So the diesel, when ready, is put out onto the through line near the Up inner home signal ready. This means that the 15.00 Victorian train from Tenterden must be held up the bank at the down outer home signal. The up train, with DS238 at its head, is stopped at the up outer home signal and the driver is quickly on the phone. He wants off his train as soon as possible. The train is brought in to the inner home and DS238 is taken off into the yard. Meanwhile the diesel is put onto the train and all pulled into the loop. When the diesel starts to move the down train is brought into the platform. The tablets and tokens are exchanged with the drivers and the down train departs followed shortly by the up. The crew on the DS238 now state that the reason they came off was that whilst only part of the brick arch collapsed it had fallen into the fire

and hence obscured a large part of the grate. Therefore the engine could not steam well enough. The good news is that the engine will be well enough for tomorrow.

Despite the troubles the service is running only 5 minutes late due to the slick working by all concerned. Information is now confirmed that 1638 must be banked up the hill to Tenterden. Therefore the diesel must come down the hill immediately on arrival. Since there were 4 engines out but only three trains there will still be an engine for the 15:30 departure. Tenterden box is informed of the problems and will ensure that the diesel returns quickly. The stationmaster at Tenterden now requests that a steam engine takes the place of DS238 at the head of the 16:00 departure. The only available engine would be 1638 but that is still a sick and unknown quantity. The returning diesel comes rattling past the box, giving up the tablet, and sits at the end of the through road awaiting the arrival of 1638 with its train. After the up train arrives in the loop the diesel is put out onto the main line and then onto the rear of the up. At the same time the 15:30 down train is let into the platform and then departs, amidst the required lever pulling on my part. The crew of 1638 then give the bad news that they are not fit to run the 16:00 service and indeed are unlikely to run tomorrow, therefore the diesel will have to head the 16:00. The Tenterden stationmaster, ever optimistic, now asks for the engine off the 15:30 service to run down the hill after finishing and haul the 16:00 on its return. In this way the passengers will at least get some steam haulage! This is agreed with the crew, despite all the extra work involved, and the 15:30 now departs to Wittersham. Now it is the turn of the Up train with 1638 at its head. The tablet is shown to the crew of 1638 but handed to the assisting diesel, as per the relevant obscure section of the rule book.

The five minutes of peace that should now occur

are broken by the arrival of the S&T who have heard of the extra moves down the bank. These will eventually result in extra tablets being moved to Rolvenden since there are two moves down the bank for each train assisted up the bank. This drift of tablets is normally countered by the S&T transferring tablets from one end to the other. There is no worry this time, though it will not be long before the Santa Specials and the annual drift of tablets due to banking moves. As usual though they stay for a cup of tea. The 16:00 arrives down from Tenterden with 1638 still on the rear. 1638 is detached and the train departs to Wittersham and 1638 follows along the through line since the up train (with No. 23) awaits in the up loop. When 1638 arrives on shed it eventually is confirmed a failure and will not run tomorrow. Meanwhile the 16:00 train disappears towards Wittersham.

The reader will have by now seen how confusing (exciting) things can get when 2 out of 4 engines fail on a Bank Holiday service. This is not a regular day but does show the need for the flexibility in the signalling system if the timetable is to be maintained with a minimum of delay when problems occur. Fortunately anybody contemplating becoming a signalman may be assured that things normally run much more smoothly and are therefore much easier. A lengthy and comprehensive training programme is followed by all novice signalmen. The job is not physically demanding, though a medical must be passed in due course, but the job requires an ability to think clearly and be steady under pressure when things go wrong. The Railway is always short of staff and of signalmen especially. If you would like to volunteer you will be made most welcome. Contact Clive Norman, the Chief Signalman (tel: 0892-522532), or call in at any signalbox where any of the signalmen will normally be only too glad to show you round and explain the job. Just knock on the door - preferably when we are not too busy - and you could get the inevitable cup of tea!



# The Village Forge

Gates, Fences, Ballustrades, Fire  
Baskets, Candlesticks,  
Weathervanes, etc.

The Ultimate in Bar-B-Q's  
Traditional and Individual Designs  
Visit our Showroom and Workshop

Unit 1C, Tenterden Station Estate  
Station Road, Tenterden, Kent  
Phone: 0580 764875  
(Next to Railway)

DELIVERY OF NEWSPAPERS  
7 DAYS A WEEK  
OPEN AT 5.30 AM EVERY DAY



**PERSONAL ATTENTION ASSURED**

Special offers on Cigarettes

Small range of groceries including fresh milk  
**HOADS KORKERS SAUSAGES.**

Lyons Maid ice cream. Good selection of  
greeting cards at exceptionally low prices.

Postage stamps. Telephone cards.

*Agents for Wealden Advertiser and Maidstone  
& District Buses*

## INTERFLORA FLOWERS

Welcome to

*Barry*

*Jones*

*Florists*



62 HIGH STREET,  
TENTERDEN, KENT

Telephone  
0580 765550



*say it with -*

**COME BY TRAIN - COME ON A BUS  
COME ON YOUR BIKE - BUT COME VISIT US!**

at

# PAYDENS

A privately run Pharmacy and Bookshop  
estd. 1760

- ★ PERFUMES
- ★ COSMETICS
- ★ TOILET REQUISITES
- ★ FILMS
- ★ BABY CORNER
- ★ VETERINARY DEPT.

- ★ WIDE SELECTION OF BOOKS ON
- ★ ARTS & ANTIQUES
- ★ CLASSICS
- ★ TRAVEL & TRAINS
- ★ BOOK TOKENS - MAPS
- ★ PERSONAL STATIONERY

**Paydens Ltd., 60 High St, Tenterden, Kent. Tel. 0580 762730**  
Opposite the White Lion Hotel

# Letters to the Editor

## Terrier

Sir - My husband, my mother and I are all saddened and outraged by the sight of the two separate halves of Locomotive No. 32670 "Bodiam" apparently abandoned on opposite sides of the A28 Rolvenden level crossing. This is surely the oldest locomotive in the care of the Kent & East Sussex Railway, and is, in fact, the one which first drew us to become members of the Railway in 1974. I cannot understand why the restoration of an engine of such historic interest should not be a priority, and hope we will soon see it receiving some attention.

Whitstable, Kent

Elizabeth Davis (Mrs)

### *The Chairman writes:*

*I can well understand the concern of Mrs Davis and others about the condition of No. 3 "Bodiam". Boiler repairs which will cost in the region of £35,000 are needed, and it is intended to launch a fund for the restoration of this historic locomotive sometime in 1995.*

## Tenterden Town Station Development

Sir - The debate which has raged in these pages about the future development of the Railway, whether it should be a SR branch line or a Colonel Stephens outpost, is most entertaining and generally harmless fun. Providing the trains run, are clean and the sites tidy and well kept I doubt if it makes much difference. However, what is done should be done well and to the best standards we can afford.

Where there is so much to do on the Railway, both in development terms and in daily operation with only a few volunteers, it seems a waste to actually undo some of the work which others have spent a lot of time and effort putting into place.

I'm referring to the removal of the fine yard gates behind the signal box which, along with the sets and lamps, made a pleasant scene. The new 5-bar wood gates are, I'm sure, correct in the image which is flavour of the month, but they do not add anything in terms of style to the Railway - they look tatty and do not have the same presence. The next move I suppose will be the removal of all the setts and their replacement with ash . . . followed by the signal box, etc.

It would be more helpful to make some of the walkways in the yard safer, paint the wagons behind the platform, etc., before changing things which are perfectly alright as they are.

Tonbridge, Kent

Ian Legg

## Preservation - the science of survival

Sir - I refer to Kes Enwright's item (Summer 1994) in which he cites my opinions (Spring issue) on the class 108 dmmu.

It would appear, from a number of comments made by volunteer colleagues, that Mr Enwright's inference has been misunderstood.

Kes and I have discussed this, and I would now like to make it clear that:

- Kes was not arguing for inappropriate modernisation of the Railway or turning my original statement round by 180 degrees.

- My opinion that the class 108 fits in on the Kent & East Sussex was part of my wider view that K&ESR policy should shun dogma and seek compromise.

To reiterate, that compromise should centre on creating an historically sensitive steam-age scene which nevertheless seeks to overcome the more difficult and expensive aspects of our legacy from the past. This approach would allow for appropriate diesels which have a claim to continuity with the line's history, e.g. classes 108 and 03.

I hope this clarifies matters.

London, SE9

Nick Pallant

## Life Membership

Sir - The report on Membership in the Spring 1994 issue of *The Tenterden Terrier* bemoans the low take-up of Life Memberships, and asks "Where are those who expressed an initial interest prior to its introduction?". As one of said members, I think an answer is warranted.

Life Membership for ordinary members has been pitched rather high at £300, but many pensioners like myself (I am nearer 70 than 60) must feel as I do that at £200 it is too much. Since achieving pensionable age, I have converted all my other memberships of preserved railways to "Life", and was very surprised at the small "discount" we offered.

I have tried to compare "like with like", and the nearest I have found to the Tenterden Railway Co. is the GWR at £150 for pensioners. I feel we may have priced ourselves out of the market for "Lifers", and hope the Board will reconsider the figure.

Bishopswood, Lydbrook, Glos

Peter Lee

# Steam into your Twenties

Fireman, Iain Pringle, makes a plea for our young members to come forward and add some spit and polish to the locomotive fleet



*Iain Pringle shovels the coal.*

*(Tenterden Railway Company)*

Hands-up any teenager reading this that would like to be a locomotive driver by the time they are 21. Or first, a fireman at 16.

Well, these aims are possible on the Kent & East Sussex restructured training programme. And, this is how we do it:

You come to us any time after you're 14 (accompanied and with parental consent if under 16), and become a "new entrant". Now, like all things, you start on the bottom rung of the ladder as a cleaner. This is no menial task on our Railway, but rather a beginning of your engine-driver training. Straight up. You don't need "O" or "A" levels for us. But you do need keenness. And you will have to take sensible orders from those above you, and some exams along the way.

Your parent or guardian will be pleased to know you will be given a short safety lecture, told of the most suitable clothing and footwear, and furnished with extracts from the Railway Rule Book. And if these are adhered to, and everyone will insist that they are, then accidents will not happen, as you work with others round the engine appointed to you at Rolvenden. Also a medical will be fixed up.

You will learn skill, as a cleaner is required to get that metal gleaming. There's only one way to do it. Properly. The old-hands will show you. You will be under the guidance of many. You'll enjoy sitting cleaning on top of your engine early some sunny morning observing the scenery from the unusual angle, as the boiler gently simmers below you. Or you may even equally enjoy being lower down by the track burnishing those whacking great wheels. You are part of the team, putting that smart loco into service. A great feeling.

Encouraged all along to ask questions and attend classes (all to gain knowledge), so that as soon as possible you will take your "steam raiser's exam", enabling you to do "light-up" duties as part of engine preparations. This is on your way to becoming a passed cleaner. ('im wot does the shovellin' like.) You will have completed 50 turns by then, some in the shed, where you will have closely observed many static engines and their displayed innards (never seen when they're working on-the-road).

Learning what bit belongs to what, does what, and why, takes a lot of time. But a lot of people there are prepared to give you this knowledge. Show them willingness to learn, and they'll be



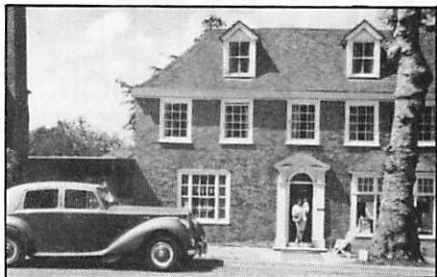
delighted. You will find out they're nice people to work with. Every one of them, remember, started on his footplate career exactly like you.

Even fairly near the start of your cleaning career you will be invited by the driver, when suitable (age, etc.), to accompany him and the fireman on full round-trips on passenger trains, to see the engine at-work and commence your fireman's art. The shovel will be put in your hands to have a go. Properly, of course. You will learn the skill of controlling the boiler feed. You will watch closely as the driver observes signals and the line

ahead. And you will be there, standing on that bouncing footplate, listening to the enrapturing roar of a steam locomotive. The smoke and exhaust blasting from the chimney. The water injectors singing on their high notes. You'll watch the fireman coax his fire from red to white-hot as the train attacks Tenterden Bank. Sometimes you'll experience all that at night too. It's absolutely wonderful!

And it's all yours, if you come and join us at Rolvenden.

## Mr. Anstey's Linen House



*Browse in one of England's finest Linen Houses, where you will discover a wide selection of gifts (including our famous ranges of ladies and gents handkerchiefs), and calendar tea-towels.*

*142 High Street, Tenterden  
(0580) 762802*

**Augustus Barnett**  
*Bringing you the Best*

### VICTORIA WINE CELLARS

77 HIGH STREET, TENTERDEN,  
KENT. (0580) 762465

**THE FINEST FINE WINE  
SHOP IN THE REGION**

**10% OFF WINE  
WITH THIS VOUCHER**

(excluding products already on  
promotion)

This voucher entitles you to the saving detailed.

One voucher may be used for each purchase.

This offer is subject to availability and is for persons  
aged 18 or over

Redeemable only at Augustus Barnett, 77 High Street,  
Tenterden, Kent

## ÖZGÜR RESTAURANT TURKISH CUISINE

Fully Licensed Restaurant

Open 7 days a week

from 12pm-11pm

**SPECIAL 3 COURSE**

**LUNCH EVERY DAY £5.95**

All food charcoal grilled

A wide choice from our menu

'Special Meze'

Winners of the Clean Food

Award from Swale Council

for 4 years

126 High Street, Tenterden,  
Kent

**Tel: 0580 763248**



## BOOKSHELVES BOOK BARGAINS

New Books at mainly Half Price  
or less

Thousands of book bargains for all ages  
including a good selection of Railway Books.

33 High Street, Tenterden, Kent

Telephone: 0580 763325

## Winters Menswear

For quality menswear and personal  
service visit our High Street shop.

*Stockists of*

1 8 9 4 **DAKS®** 1 9 9 4

CELEBRATING ONE HUNDRED YEARS

For all your menswear needs please call at  
**49 High Street Tenterden**  
**Tel: 0580 763162**

## THE BATHROOM SHOP

11 EAST CROSS, TENTERDEN, KENT TN30 6AD -  
Telephone: 0580 763207

*Supply & Installation of Quality Bathrooms*  
*Unrivalled range of accessories*

Villeroi & Boch - Duravit - Imperial - Vernon Tutbury  
Aquaware - Heritage - B.C. Sanitan - Maurice Herbeau  
Whirpool Baths - Power Showers - Ceramic Tiles - Accessories

# Kent & East Sussex Engine Workings 1948-1954

David Gould



*Terrier "32644" at Northiam, 22nd August 1949.*

*(D. Cullum)*

A previous article (*The Tenderden Terrier* No. 29 page 25) detailed the engines used on the Kent & East Sussex during the later part of its independent life, when much reliance was placed on locomotives hired from the Southern Railway, and this article continues the story from nationalisation until the withdrawal of passenger services in January 1954.

Although the K&ESR came under the control of the Southern Region of British Railways on 2nd February 1948, there was no overnight change in actual operations, and indeed as far as the locomotive department was concerned, things continued much the same for several months. Only two of the old company's engines had survived the wartime scrap drives: "Terrier" No. 3 had been rebuilt to class A1/x in 1944 and had been further overhauled at Brighton in 1947, so should have been in good condition. No. 4, the "Saddleback" 0-6-0ST, however, was not. Although it had been used for hop-picking traffic in the autumn of 1947, it saw only sporadic use afterwards, and by February 1948 a correspondent in the *Railway Observer* reported it

at Rolvenden "beyond repair". It was withdrawn in March 1948 and joined a long line of condemned stock in a siding at Headcorn, from where it was taken to Ashford and cut up in the following August.

Two "P" Class tanks, Nos. 1555 and 1556, had been on hire in 1947 while No. 3 was away at Brighton Works, but had been returned in September, no doubt at the end of the hopping season. "Terrier" No. 2678 had been on the K&ESR throughout the 1940s and saw much service. Ex-L&SWR "0395" Class 0-6-0 No. 3440 had also been at Rolvenden for some years but in contrast spent much of its time in the shed. It had however been observed working the 8.50 am Headcorn to Rolvenden on 26th April 1947. In January 1948 it went to Ashford Works for overhaul, receiving its new BR number, 30576, on repainting. Its place at Rolvenden was taken by ex-SER 01 Class No. 1434, which had been transferred to Ashford in June 1947.

In May 1948, the K&ESR locomotive department was integrated into the Southern

Region when Rolvenden became a sub-shed of Ashford. At any one time there were about four locomotives based at Rolvenden - usually one 01 and three A1/x - from a total of about four of each class allocated to Ashford, where the 01s were used also as Works pilots. Engines were changed around as required, although as Rolvenden continued to do minor repairs and some boiler washouts, this was less frequent than might have been expected. In 1949, Ashford was allocated shed code 74A in the new LMS-inspired BR system, and cast plates appeared on smokebox doors. Another new feature which its appearance was the BR power classification code - OP for "Terriers" and IF for the 01s.

Insistence on rules and regulations became stricter under the new regime; for example, the prohibition on running two engines coupled together was enforced as it had not previously been (compare the two photographs in *The Tenterden Terrier* No. 62, pages 28 and 29, for example). One "Southern" practice which was only occasionally followed was the use of

headcode discs to indicate a train's route; there was little opportunity for confusion on the K&ESR.

Compared with the surprisingly complex carriage workings during this period (see *The Tenterden Terrier* No. 46, page 31), the locomotive workings were much more straightforward. There were two duties worked from Rolvenden shed, one booked for an 01 0-6-0 (although an A1/x sometimes substituted if necessary) and the other for an A1/x 0-6-0T. Two sets of enginemmen were required for each loco duty. In 1949, the duties were numbered 397 and 398, in 1952 (reproduced below) 390 and 391. As can be seen from the diagrams, care was taken to ensure that the 01 worked only between Headcorn and Rolvenden, and that the "Terrier" worked only between Tenterden and Robertsbridge, with no booked workings to Headcorn in normal circumstances. The 8.50 am "Mixed" from Headcorn to Robertsbridge, therefore, was worked by an 01 as far as Rolvenden only, where it came off and was replaced by an A1/x

#### ROLVENDEN DUTY No. 390.

##### 1 F. (0.1 Class.)

—	Loco. Yard ... ..	7.35 a.m.
—	Rolvenden ... ..	7.53 a.m. P
8.30 a.m.	Headcorn ... ..	8.50 a.m. (Mixed)
9.43 a.m.	Rolvenden ... ..	9.53 a.m. P
10.30 a.m.	Headcorn ... ..	10.55 a.m. P
11.25 a.m.	Tenterden ... ..	11.32 a.m. P
13. 2 p.m.	Headcorn ... ..	12.30 p.m. P
1.15 p.m.	Rolvenden ... ..	..
..	Tenterden ... ..	—
F—Shunting 1.50 p.m. to 2.50 p.m.		
..	Tenterden ... ..	..
—	Rolvenden Loco. ... ..	3. 0 p.m.
—	Rolvenden ... (Mixed)	3.15 p.m.
4.22 p.m.	Headcorn ... ..	4.46 p.m. P
5.24 p.m.	Tenterden ... ..	6. 0 p.m. (Mixed)
6.38 p.m.	Headcorn { (S.X.) 7.15 p.m. P	
	{ (S.O.) 6.55 p.m. P	
7.52 p.m.	(S.X.) } Rolvenden ... ..	..
7.32 p.m.	(S.O.) }	
—	Loco. Yard ... ..	—

#### Rolvenden Men.

1st set on duty 6.50 a.m. and work.  
2nd set on duty 1.0 p.m. or as ordered, then work 3.0 p.m. || and complete.

#### ROLVENDEN DUTY No. 391.

##### O.P.T. (A.1/X Class.)

—	Loco. Yard ... ..	6.25 a.m.
—	Rolvenden ... ..	6.40 a.m. P
6.45 a.m.	Tenterden ... ..	6.55 a.m. P
7.40 a.m.	Robertsbridge ... ..	8.15 a.m. P
8.55 a.m.	Tenterden ... ..	9. 5 a.m.
		S.X.
		9. 5 a.m. E
		S.O.
9.10 a.m.	Rolvenden ... ..	9.46 a.m. (Mixed)
	(8.40 a.m. ex Headcorn)	12.20 p.m.
		S.X.
10.31 a.m.	Robertsbridge ... ..	12.30 p.m. S.O.
		(Mixed)
12.43 p.m.	Northiam ... ..	1.10 p.m. E
1.23 p.m.	Rolvenden ... ..	..
..	Loco. Yard ... ..	4. 0 p.m.
		4.35 p.m.
		S.X.
—	Tenterden ... ..	(Mixed)
		4.15 p.m. S.O.
		(Mixed)

5.30 p.m. } (S.X.)	Robertsbridge ... ..	5.50 p.m. P
5.10 p.m. } (S.O.)		
6.30 p.m. }		
6.50 p.m.	Tenterden ... ..	6.45 p.m. E
—	Rolvenden ... ..	..
—	Loco. Yard ... ..	—

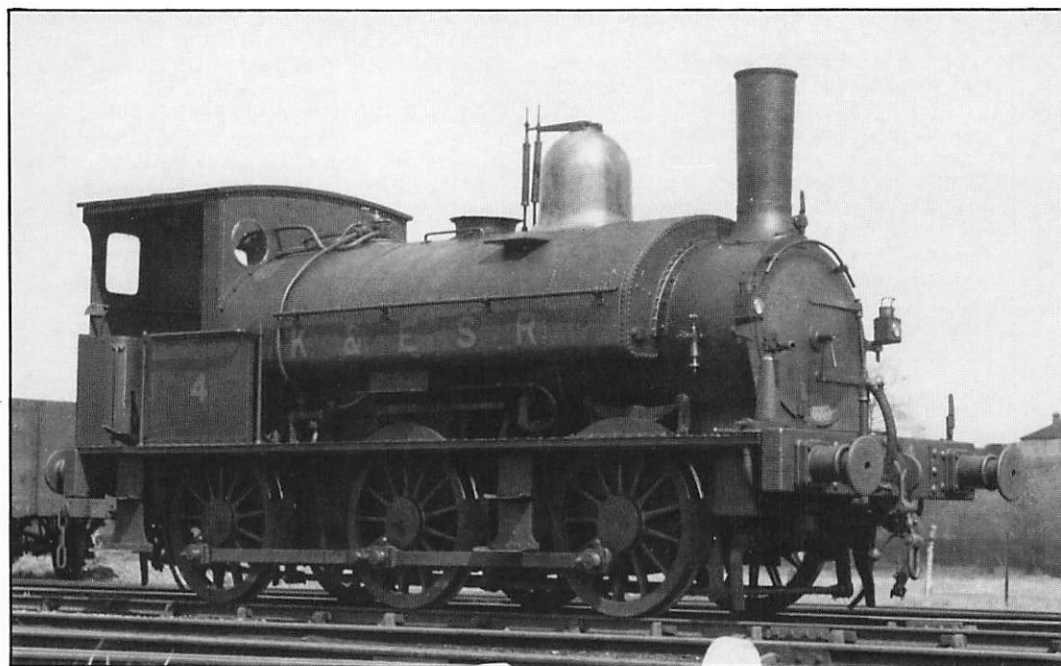
#### Rolvenden Men.

1st set on duty 5.40 a.m., relieved at Rolvenden 1.35 p.m.  
2nd set on duty 1.20 p.m., relieve 1.35 p.m., work and dispose.



*01 class "31048" at Headcorn, 15th July 1950.*

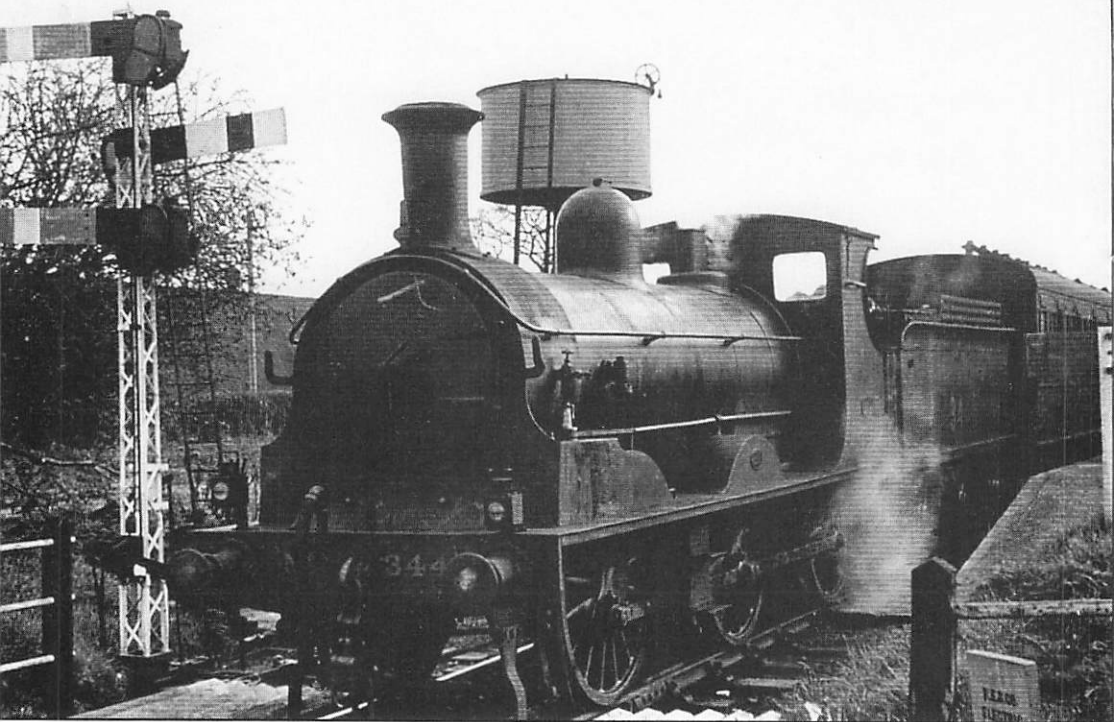
*(H.C. Casserley)*



*K&ESR No. 4 at Rolvenden.*

*(R.C. Riley collection)*





0395 class No. 3440 on a rare outing at Tenterden, April 1947.

(H.C. Casserley)

for the remainder of the journey, continuing from Rolvenden at 9.46 am.

Locomotives allocated to Ashford during this period and those actually observed on the K&ESR section are summarised in the accompanying table. Details of the individual locomotives (based on official BR lists, the *Railway Observer*, and the late D.L. Bradley's locomotive histories) are as follows:

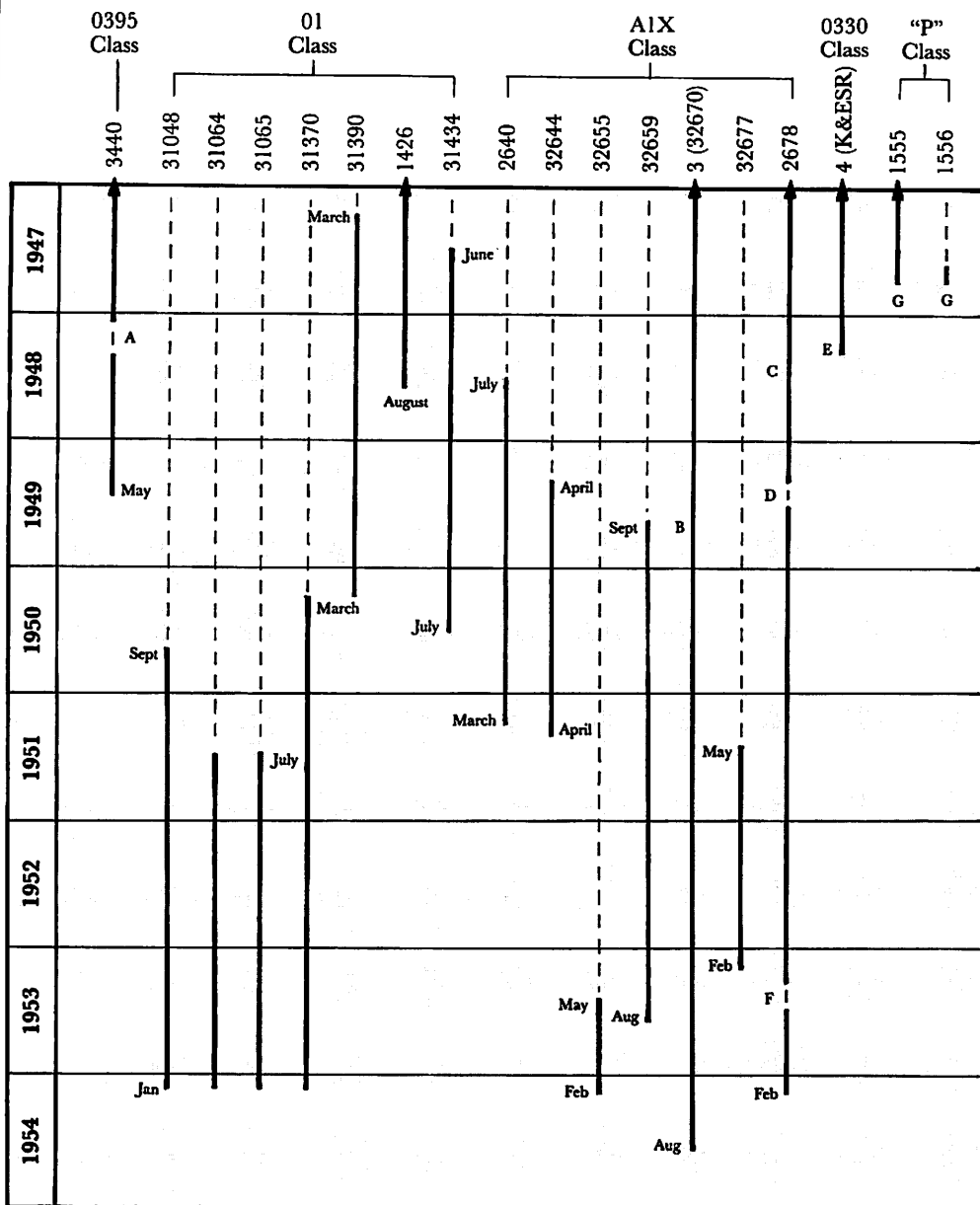
*Class No. Remarks*

0395	3440	Renumbered 30576 March 1948, transferred to Guildford May 1949.
01	31048	Transferred from Dover September 1950. Frequent performer on K&ESR section. Had been photographed on the line in September 1949, while allocated to Tonbridge. Left Ashford in January 1954.
01	1064	Allocated from July 1951 to January 1954. Renumbered 31064 c. 1953. Used on

		demolition trains on Headcorn section during 1955.
01	S1065	Allocated from July 1951. Renumbered 31065 June 1952. Transferred to Dover June 1954.
01	1370	Allocated from March 1950 to January 1954. Renumbered 31370 April 1950.
01	1390	Allocated from March 1947 to March 1950. Withdrawn April 1951.
01	1426	On hire 1942-44. Withdrawn August 1948.
01	1434	Used during 1948. Renumbered 31434 April 1950. Transferred to Dover July 1950.
A1/x	32636	Allocated to Newhaven, but used on hop-pickers' specials on the K&ESR in September 1953.
A1/x	2640	Allocated from July 1948. Frequent performer. Renumbered 32640 and repainted lined black at Eastleigh in March 1951, and then transferred to Newhaven.
A1/x	32644	Transferred from Fratton in April 1949, while 2678 was being repaired. Withdrawn April 1951.

# Locomotives allocated to Ashford and the periods when they were observed on the K&ESR, 1948-1954

(Locomotives on hire to the line in 1947 are also included)



## KEY:

- A Renumbered 30576 March 1948
- B Renumbered 32670 Sept 1949
- C Overhauled and renumbered 32678 at Ashford Aug 1948

- D Derailed at Northiam 29 March 1949
- E Scrapped at Ashford
- F Overhaul
- G Allocated to Dover throughout 1947

<i>Class</i>	<i>No.</i>	<i>Remarks</i>
A1/x	32655	Transferred from Fratton to Ashford May 1953 (but still had Fratton 71D shed plate in November 1953) and worked on the line until closure. Transferred to St Leonards February 1954.
A1/x	2659	Transferred from Fratton in September or October 1949. Repainted lined black at Brighton March 1950 and renumbered 32659 April 1950. Transferred to service stock (as DS681) August 1953.
A1/x	3	Renumbered 32670 (but still in green livery) at Ashford September 1949. Repainted lined black at Brighton March 1954, then transferred to St Leonards August 1954.
A1/x	32677	Transferred to Ashford May 1951. Repainted in BR lined black livery (still with Fratton 71D shed plate) October 1952. Transferred to Fratton February 1953. There are no observations of 32677 on the K&ESR, but what else would Ashford need a "Terrier" for?
A1/x	2678	Renumbered 32678 August 1948. Derailed between Northiam and Wittersham Road on 29th March 1949 and not recovered for some weeks. Repaired and then repainted lined black at Brighton September 1949. Transferred to St Leonards February 1954.

*The following locomotives were on hire to the line during 1947 only:*

P	1555	Allocated to Dover June 1945; to Folkestone May 1949, and then Battersea February 1955.
P	1556	Allocated to Dover 1947; came to K&ESR for two weeks in September 1947 to relieve 1555. Transferred to Brighton in July 1953. Withdrawn 1961 and sold to James Hodson, Millers, at Robertsbridge. Bought for Preservation 1969.

Some examples of the dispositions of the locomotives, as recorded in the *Railway Observer* from time to time, are quoted below.

27.3.48	Nos. 3 and 2678 in use; No. 4 and 01 1434 in the shed.
2.8.48	8.50 am from Headcorn worked by No. 1434 to Rolvenden, where it was replaced by No. 2640 to Robertsbridge; Nos. 3 and 30576 in the shed.
18.4.49	No. 30576 on Headcorn section, No. 32644 on Robertsbridge section, Nos. 3 and 2640 in the shed.
6.9.49	No. 2640 worked the 4.35 pm Tenterden to Robertsbridge and 5.50 pm return.
9.6.50	No. 32678 worked a weedkilling train from Robertsbridge to Headcorn and Tonbridge. The train comprised two tank wagons, one 25-ton goods brake and a spraying van.
28.8.50	In connection with the first hop-pickers' special, three "Terriers" were at Robertsbridge at the same time: Nos. 2640, 32670 and 32678.
6.1.51	No. 32644 worked the 11.20 am Robertsbridge to Northiam. There were five passengers, and 14 wagons and vans were detached at various stations. No. 31370 worked the Headcorn-Tenterden service. Nos. 2640 and 32670 were at the shed.
24.5.51	No. 31048 worked the 7.53 am Rolvenden to Headcorn, and No. 32659 the 6.55 am Tenterden to Robertsbridge. At the shed were No. 32670 (stored) and 32678.

#### *Last Day of Passenger Services*

2.1.54	No. 31065 worked the morning Headcorn service and No. 32655 the Robertsbridge service, while No. 32678 stood spare at Rolvenden. A 6-coach corridor train was worked empty from Ashford to Headcorn by No. 31064, to form a 3.40 pm special to Rolvenden, and the 4.15 pm Tenterden to Robertsbridge. The 5.50 pm from Robertsbridge was similarly extended to Headcorn. From Rolvenden to Robertsbridge and back, Nos. 32655 and 32678 worked at opposite ends of the train. No. 32655 banked the train to St Michaels Tunnel.
15.1.54	An Ashford 01 worked a special freight to clear empty wagons from Rolvenden and Tenterden yards, leaving Rolvenden for Headcorn at 11.00 am.



"P" class 1555 in Rolvenden Yard, 1947.

(Locomotive & General)



Biddenden &

**Wealden**  
SECURITY CENTRE

*Specialising in supplying high quality  
security products manufactured  
in the UK*

- **LOCKS** - Chubb, Yale, Union, Ingersoll
- **SAFES** - Chubb, Tann, Dudley
- **ADJUSTABLE** - Security Bars
- **ALARMS** - Car, Personal Attack, DIY
- **SECURITY** - Lighting & Fire Extinguishers
- **KEYS** - Cut to Code

2 The Fairings, Ashford Road, Tenterden,  
Kent, England.

**Tel/Fax: 0580 766796**

# Book Review

**Once Upon a Time, by Andrew Britton.** Published by Oxford Publishing Company, price £15.99. Hard covers, 160 pages on art paper, liberally illustrated with photographs, sketches and reproductions of documents.

This is the fourth and final volume of reminiscences compiled by Andrew Britton, following an extensive series of interviews conducted with signalmen and station staff who worked on the Isle of Wight Railway system. All the Island's main routes are covered and there is a comprehensive selection of photographs together with amusing sketches by Jimmy James, one of the Island's personalities. The author, a teacher from Warwick, is a recognised authority on the Island's railways and it is a credit to his presentational skills that the publishers have found it commercially attractive to publish such an extensive series on this particular subject.

**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.*

*Continued from page 19*

show some of the Board's past policies in a not very favourable light. However, we do feel that all members should be given a full and frank explanation. The board realised by June 1993 that the financial targets for that year were unlikely to be met and a re-appraisal was made, with a view to producing a satisfactory result for 1994, including a reduction for the company's costs and indebtedness. We are budgeting for a small surplus this year and a further review of costs is being undertaken to ensure that these are brought into line so that we can report a very much better financial position in 1995. We accept that communications must be improved so that the membership at large can contribute more effectively to the running of the Railway.

*Paul Wilson resigned from the Board on 15th October 1994.*

## THE K&ESR 300 CLUB

The club grows from strength to strength and by the time you read this will have exceeded 300 members and now our target is 400. This of course means more prizes and more money to distribute to railway projects. Membership is not only open to members of the Tenterden Railway Company, non-members are very welcome. So if you would like to join, just ring either Brian

Heyes on 0622 744509 or Chris Garman on 0424 772799 for details. There are now a minimum of 5 prizes each month with 7 prizes in September, March and June and 10 prizes in December. To date, the 300 Club has paid £1,510 in prize money and distributed £1,860 to railway projects.

### June 1994

#### Drawn by Pullman Customers Tenterden Station

1st	Richard Stannard	(41)	£50.00
2nd	Angela Clark-Monks	(110)	£30.00
3rd	Dave Felton	(312)	£25.00
4th	A.F. & D.C. Dyer	(183)	£20.00
5th	J.R. Crawford	(169)	£15.00
6th	O.J. Netherclift	(223)	£10.00
7th	Simon Long	(21)	£ 5.00

### August 1994

#### Drawn at Wittersham Road

1st	J.P. Lennell	(247)	£35.00
2nd	P. Haskell	(18)	£20.00
3rd	G.A. Aldridge	(147)	£15.00
4th	E.C. Moore	(197)	£10.00
5th	Tony Bush	(174)	£ 5.00

### July 1994

#### Drawn at Tenterden Buffet

1st	Miss J.H.F. Green	(242)	£35.00
2nd	Simon Long	(22)	£20.00
3rd	Mr V. Bradley	(68)	£15.00
4th	Richard Crumpling	(80)	£10.00
5th	Colin Whitting	(207)	£ 5.00

### September 1994

#### Drawn by Pullman Crew

1st	Dick Dickson	(102)	£55.00
2nd	A.F. Moore	(146)	£30.00
3rd	Doug Lindsay	(233)	£25.00
4th	Mr C. Bradley	(68)	£20.00
5th	Richard Worts	(128)	£15.00
6th	Dave Slack	(271)	£10.00
7th	R.L. Brydon	(121)	£ 5.00

Registered with Ashford Borough Council, under Section 5, of the Lotteries & Amusement Act, 1976



# the White Hart

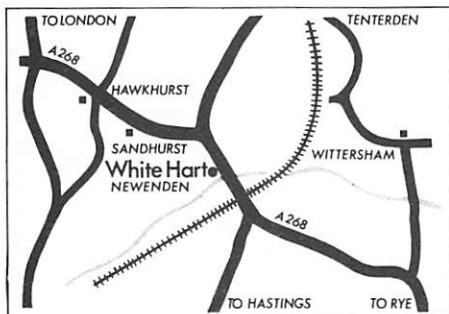
NEWENDEN, KENT



This unique 16th Century Freehouse, Restaurant, Inn and Hotel, situated in the peaceful atmosphere of the smallest village in the country, is a handsome building of great character.

Inside there are many exposed beams and immense inglenook fireplaces. Good food is always available 7 days a week, bar snacks, selection of meats and salads and full a la carte menu. We specialise in seafood dishes, and fresh fish of all types. An extensive range of wines is available from a well-stocked cellar.

Children and pets are very welcome. 5 minutes walk from Northiam Station (Kent & East Sussex Steam Railway).



EGON RONAY RECOMMENDED

“Good food, good wine, good fun!”

LEIGH & BOB

Tel. 0797 252166  
Mobile 621-686526



*Ristorante Italiano*  
**IL CLASSICO**  
*Traditional Italian Food*

OPEN 12-2.30 AND 7-10.45 P.M. EVERY DAY FOR BUSINESS OR PLEASURE

Try our extensive A La Carte Menu or just the set lunch  
Friendly Italian atmosphere — Parties and children welcome  
75 High Street, Tenterden. Telephone: 0580 763624  
*Arrivederci e grazie*

# SPARKS ANTIQUES

## English and Continental Furniture, Objects and Collectors' Items



4, Manor Row, Tenterden, Kent.  
Tel: 0580 766696