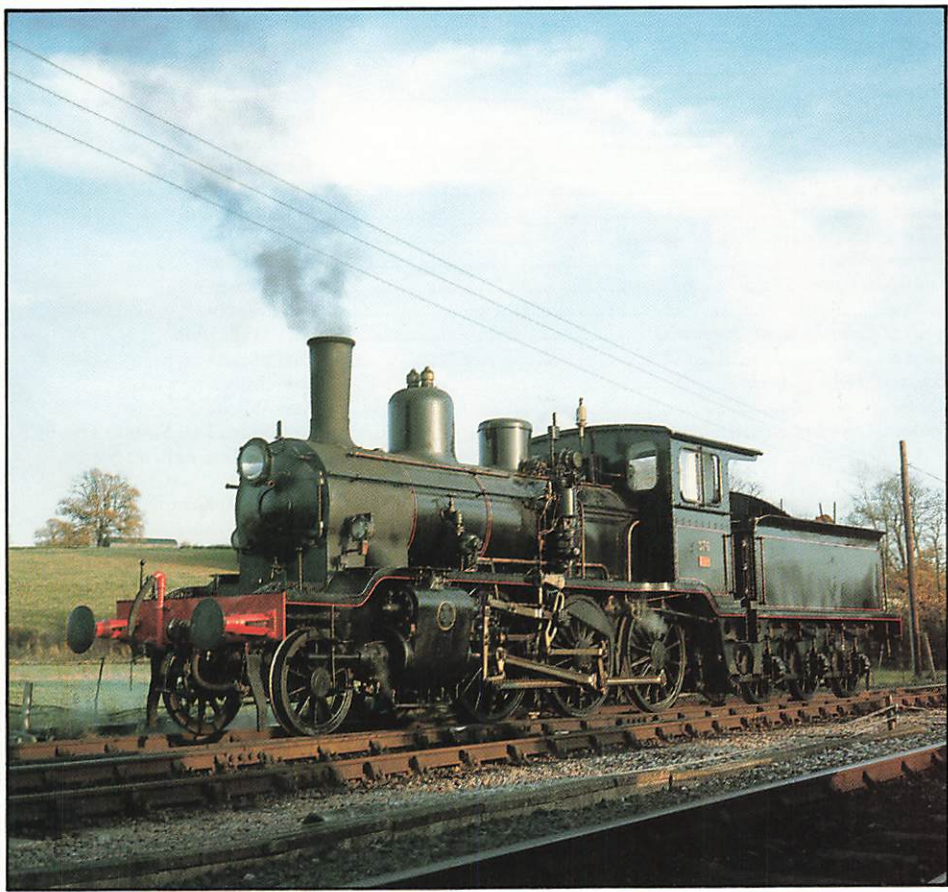


The Tenterden Terrier



Number 66

Spring 1995



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
Peter Davis - Infrastructure
Robin Dyce - Development
Graham Hukins - Administration, Insurance
Richard Johnson - Non-executive

Chris Lewis - Operating
Tim Stanger - Rolling stock
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 Fax: Tenterden (01580) 765654

OFFICERS

<i>General Manager</i>	Gillian Howie
<i>Assistant General Manager</i>	David Slack
<i>Finance Officers</i>	Ray Collins, Philip Clark-Monks
<i>Marketing Manager</i>	Graham Hukins
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<i>Signals & Communications (Engineering)</i>	Nick Wellington
<i>Historian</i>	Philip Shaw
<i>Museum & Keeper of Archives</i>	John Miller
<i>Volunteer Recruitment</i>	Alan Wilcox
<i>Membership Secretary (Admin)</i>	Norman Johnson, 10 Weald View, Wadhurst, East Sussex, TN5 6EB.
<i>A-K Renewals</i>	Alan Piggins, 98 Warwick Avenue, Thorpe Lea, Egham, Surrey, TW20 8LS.
<i>L-Z Renewals</i>	Rachel Backhouse, 27 Clive Road, Belvedere, Kent DA17 5BJ
<i>Records</i>	Malcolm Bentote, 9 West Towers, Pinner, Middlesex HA5 1TZ
<i>Covenants/Bankers Orders</i>	Norman Brice, 13 Cecil Way, Bromley, Kent BR2 7JU

COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED (A Wholly owned subsidiary)

DIRECTORS: Bernard Sealy - Chairman; Ray Collins; Tim Simpson; Gillian Howie.

SECRETARY & REGISTERED OFFICE: Philip Clark-Monks, Tenterden Town Station, Tenterden, Kent TN30 6HE. Tel: Tenterden (01580) 765155 Fax: Tenterden (01580) 765654

THE TENTERDEN TERRIER

<i>Editor</i>	Philip Shaw
<i>Assistant Editors</i>	Duncan Buchanan, Stephen Garrett (Consultant)
<i>Magazine Advertising</i>	Harry Benbow
<i>Editorial Office</i>	109 High Street, Tenterden Kent TN30 6LB

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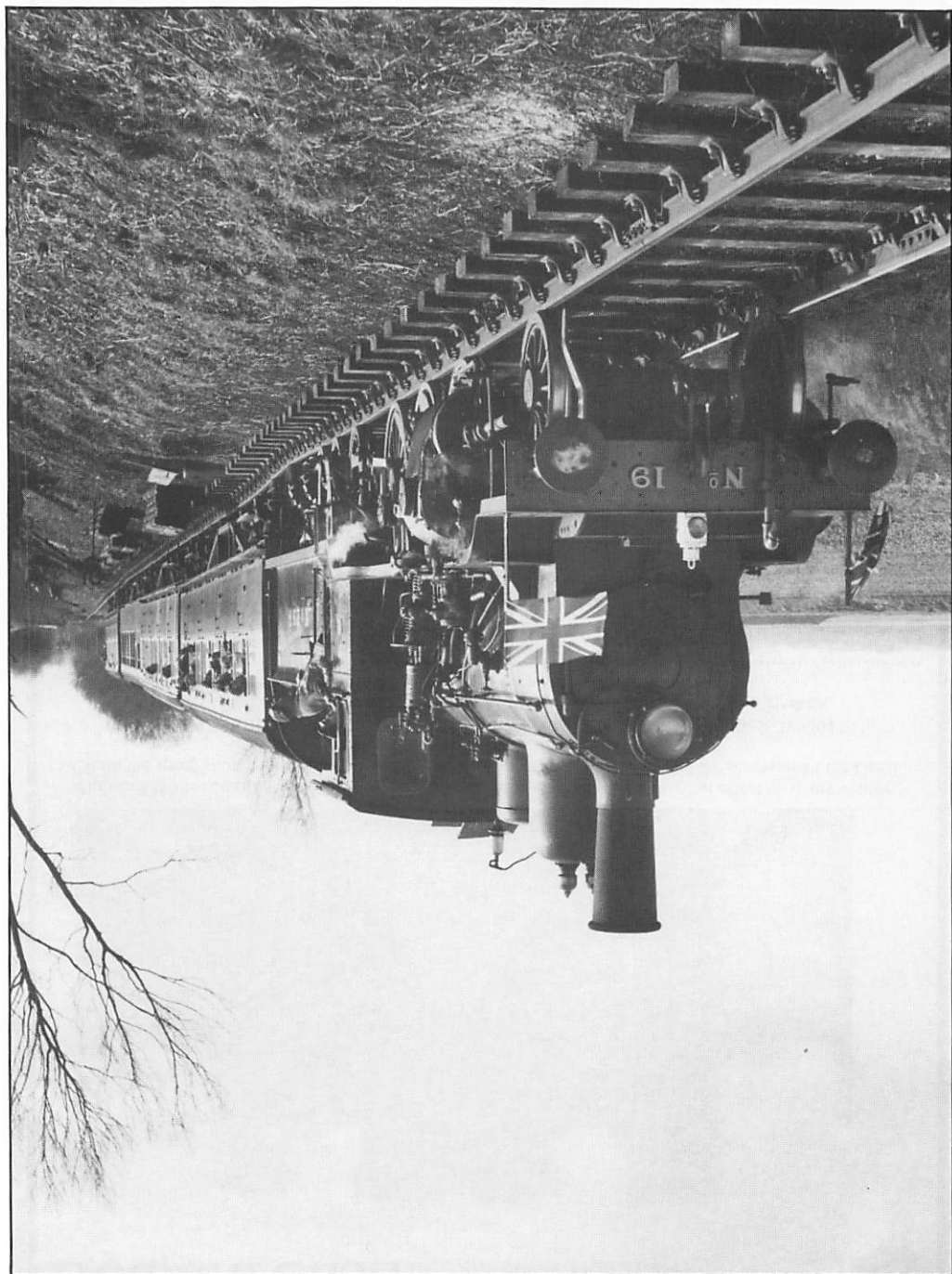
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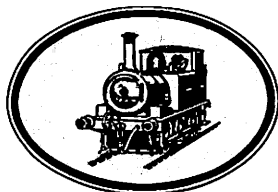


OPENING TIMES House and Gardens open Tuesdays to Sundays inclusive and Bank Holiday Mondays from 1 April to 15 October. Open 2.00 p.m. Last admission 5.00 p.m. (Garden open from 11.00 a.m. on 27-29 May, Sundays in July and August and 29 August.

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 and are available to buy in the nursery. 1½ miles from the K.&E.S.R. station at Northiam; follow the signposts in the village for a very pleasant visit. Telephone: (01797) 252878.



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FRONT COVER

No. 19 on the yard exit points at Rolvenden during a steam test, 7th November 1994. (Mike Esau)

FRONTISPIECE

No. 19 near Newmill Bridge heads the first public train on the reopening to Wittersham Road, returning to Tenterden on 5th March 1977. (Brian Stephenson)

Editorial

Coming of age

It is hard to believe that 21 years have elapsed since the first mile of track reopened in 1974; the good news is that we are now running to Northiam; sadly the target of Bodiam still remains well into the future. What was not envisaged in those early days was the mountain of debt, now costing the Railway nearly £1000 per week to service, which cannot realistically be repaid from existing revenues within the existing infrastructure.

The options open to us are clear cut but limited. Either we scale down our overheads and are content to operate only a "basic railway", or alternatively an appeal is made to members for donations to reduce borrowings to a more manageable amount - say one half of the present level. These issues will be presented shortly in the form of a separate document; then it is up to each one of us to decide what we wish to do.

* * * * *

We welcome Duncan Buchanan back to the editorial team after a 3-year absence. Duncan will be responsible for Lineside News and other items of current interest. Doug Lindsay will continue to support the magazine admirably with feature articles.

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1995

Finance

Members will have followed the threat to preserved railways emerging from the Chancellor of the Exchequer's mini budget last November. In the small print of the budget was a statement from Customs and Excise stating that "pleasure rides" would be subject to VAT. It was reiterated that transport undertakings would remain exempt. Quite where preserved railways were to lie was not made clear but the obvious conclusion was that VAT would be brought in by the back door.

Many railways immediately started lobbying and the K&ESR was no slouch in this respect. Our MP, Sir Keith Speed, and our MEP Mark Watts were both approached. Sir Keith spoke at the ensuing Commons debate on 11th January 1995 recollecting his days performing the role of Santa and the "very agreeable meal" served on the Wealden Pullman. He succinctly pointed out that neither of the above trains in fact travels to anywhere. They merely leave Tenterden and return thus seemingly coming under the all encompassing wording of the alterations. Happily it seems that the government regard preserved railways as providing transport in the "generally accepted sense" and are therefore transport operators and not seen as museums where the train ride will now be charged.

Mark Watts in the meantime visited the railway on 17th December and was favourably impressed. Negotiation for European funding for the railway continues with Mr Watts and his office proving to be extremely helpful in the this respect.

As announced at the January staff meeting certain key, preliminary, financial points from last year were announced. Bank borrowing was reduced by £23,000 and a trading surplus in excess of £5,000 was achieved. Pleasant though it is to note an improvement this has been at some effort and belt tightening. As was pointed out by some managers the struggle is not over with the budgets for 1995 being cut savagely.

Commercial

In 1994, it was the main commercial objective to reduce expenditure and increase the profitability of the train service, while continuing to provide a unique quality experience within our resources. Total fares revenue for the year, including

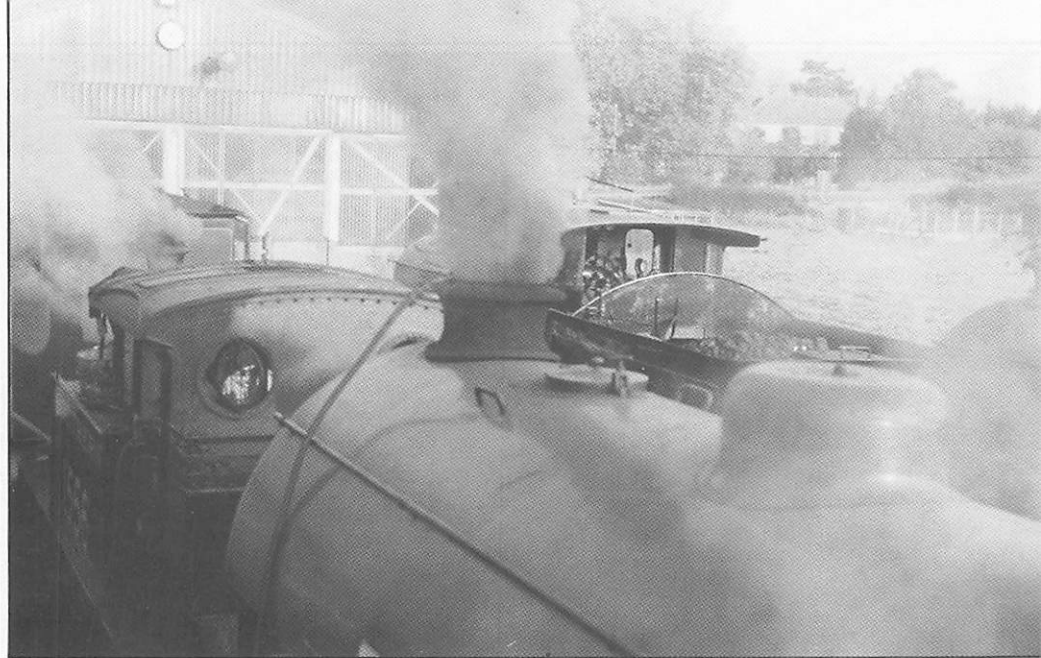
transfer of fares from CSRE is approximately £255,000. Total passengers carried, including the Wealden Pullman, Santas, Charters and privilege passengers is 77,825 compared to 82,896 for 1993. However the slight reduction of passenger services during off peak periods and some daily services has seen higher averages per train for all months except April and July. Average fares, excluding Santas, for the year is £4.05, compared with £3.58 in 1993 calculated on a similar basis. The number of operating days in 1995 is broadly similar to 1994 though with a further reduction, of approximately 10%, in the number of ordinary passenger trains to be operated. It is anticipated that the 1995 budgeted revenue, itself £20,000 up on 1994, will be obtained from increased fares revenue rather than increased passenger numbers.

Although the average per train for our Santa Special services was slightly lower than for 1993 at 130 compared to 133 people per train, budget was exceeded by approximately £10,000. Total revenue for the service was £85,000.

Sales from the shop show a steady increase in the sale of commercial items and a constant decline in the sale of books and videos. On-train catering, including the Rother Valley and Wealden Pullman services had a very successful season and were above budgeted income. Station catering at Tenterden is very much an area for concern as last year saw a significant shortfall of income against budget and a further erosion of profitability.

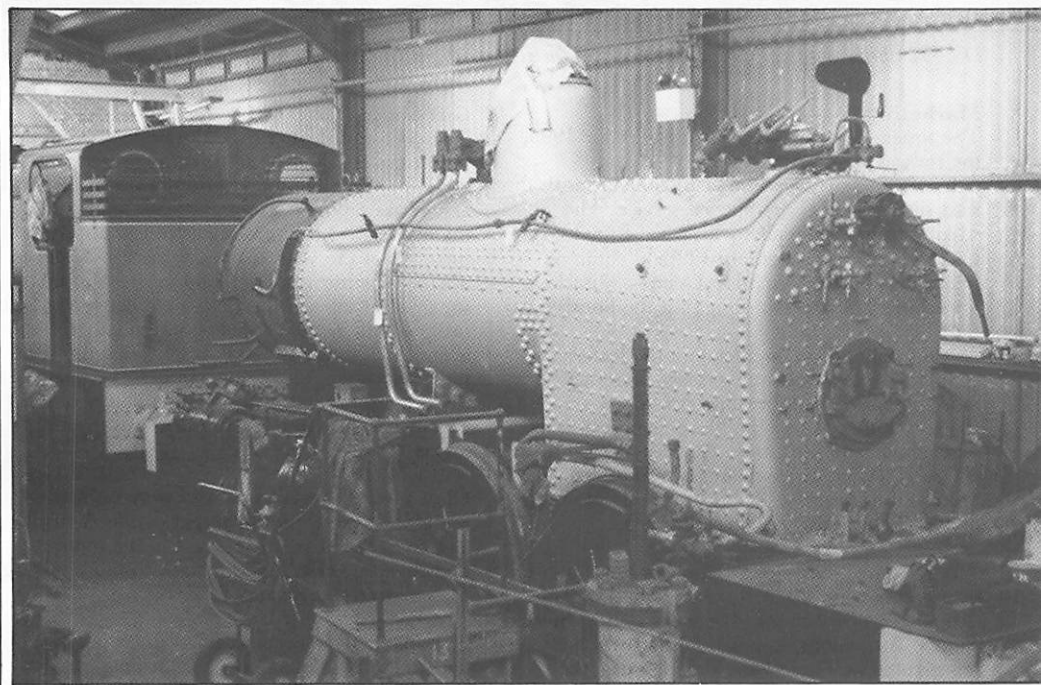
Growth areas this year are to be in on-train catering and possibly the charter market. Filming contracts and photoshoots continue to provide a limited amount of additional income. Railway experience courses are marketed as part of a package of memorable days out and will provide additional income at times when the public service is not operating. Bookings to date are very encouraging with a great boost given by the Meridian TV news item on the courses as well as a full page feature in the local Kent press. Courses run from January to March and again in November.

The 21st Anniversary of the re-opening of the line presents many commercial opportunities for this year including a 21st Anniversary Steam Spectacular in June and a 21st anniversary draw, organised by the 300 Club.



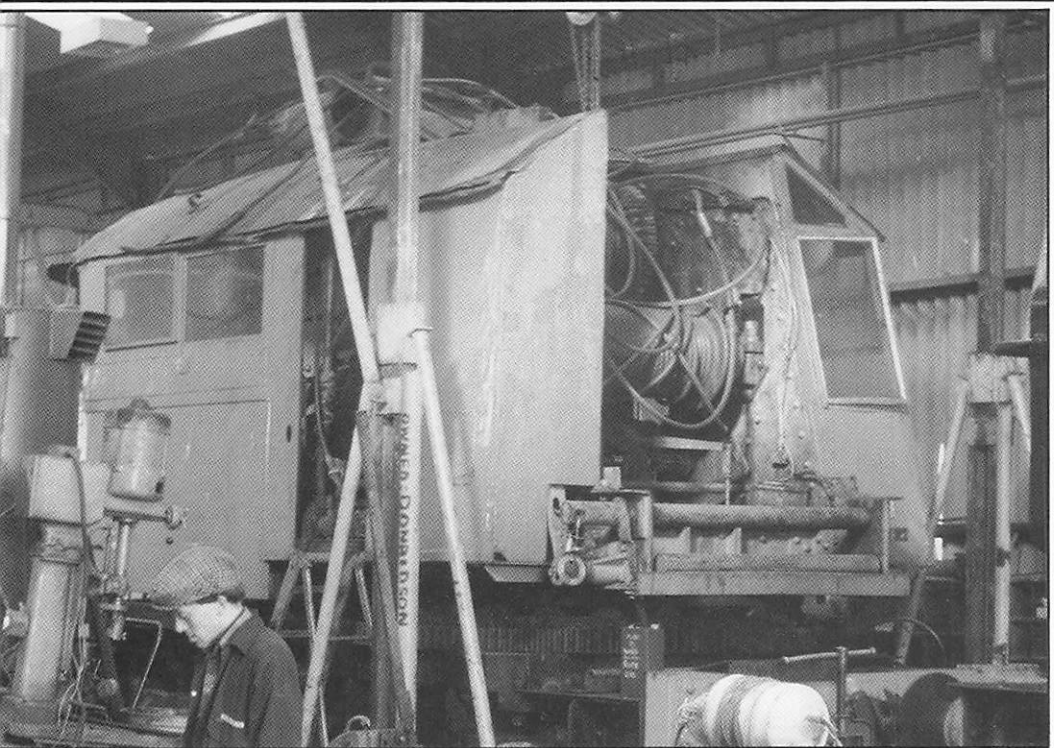
Early morning at Rolvenden with No. 23 and 1556 beginning to come round on 15th October 1994.

(Neil Rose)



No. 22 with the boiler back in the frames on 28th January 1995.

(Duncan Buchanan)



DS 451 during overhaul with the jib removed, at Rolvenden, 4th February 1995.

(Duncan Buchanan)

Marketing

The timetable and information leaflet for 1995, the railway's 21st Anniversary year, was published in early December to coincide with the start of the busy Santa Special service. The striking bright red leaflet with Mike Esau's splendid cover photograph will be a common sight in Tourist Information Centres, libraries, attractions and hotels throughout the South East.

As the Railway's main sales tool the leaflet contains details of all our services presented in a more user-friendly form than previously - a change made possible by the reduction of train service tables to just three. A series of brightly coloured leaflets in a similar style has been produced to promote group visits, school outings, dining car services and special events.

The Kent and East Sussex Railway continues to be a member of A.T.A.K. (Association of Tourist Attractions of Kent) and E.S.T.A.A. (East Sussex Tourist Attractions Association) and will be represented at Trade Fairs organised by the Tourist Board in February and March to target group business and promote educational visits.

Gift Shop

The year ended on a revival note for sales, but unfortunately the overall turnover was some 14% down on the 1994 target and 9% down on 1993 actual. As reported in the last issue this was mainly relative to the number of visitors throughout the year, down 6% on 1993, and to a 27% downturn in book and video sales though the general sales in the shop were consistent with the previous year. The book and videos are an area which must be carefully considered for the future both due to more profit being available on the other gift items and since the loss of our contract to supply Kent Libraries with railway books.

Christmas sales went well and were only marginally down on our target figure. A smaller stall than last year was erected in the marquee and this proved to be popular with those visiting the children's roundabout.

Comments have been received that the gift shop appears to be moving away from the typical railway souvenir. It has been found over the last two years that not only does the Railway

souvenir sell but so also does the general souvenir. We must cater for both the railway enthusiast and the general visitor. There will be a new set of 4 postcards available shortly and a special 21st anniversary panoramic card will be on the shelves within the next month. Our Thomas range is due to increase again early in the year with the addition of another seven die-cast models due in 1995. These models will be kept within the normal price range, hopefully therefore no significant increases will occur during the year.

Membership

The 1994 membership year ended with an net overall reduction of 24 members, 2975 members being "on the books". Whilst the recruitment of new members remains somewhat in the doldrums, gold card membership continues to be popular and the heavy duty plastic membership card introduced last year for that category has attracted a number of favourable comments.

The take-up of life membership so far this year has more than doubled over 1994, the year of introduction. It would appear that the combination of the instalment plan and gold category at the former standard rate has

appealed to members and encouraged more to transfer.

Unfortunately, following four years without change, it has been necessary to increase annual subscription rates with effect from the first of January 1995. Although renewals are coming in well, a large number of members who subscribe under banker's orders have not amended their bank mandates to reflect the new rates despite a clear request to do so in the Rooter and on the membership renewal form. (Remember, these are banker's orders and not direct debits, thus only the member can take the necessary action. This is all extra work for the membership team).

The response to our appeal for members to covenant their payments was, sadly, a bitter disappointment. Less than 50 new covenants were entered into (out of 1500 non-covenanting members - why?) The Inland Revenue is waiting to give our railway several thousand pounds each year. All the Revenue needs is the completion of a simple form as explained on the "mailshot" sent with the last magazine.

This year has brought a number of changes in membership administration which in turn has



SECR No. 2947 under restoration in the carriage shed, 7th November 1994.

(Mike Esau)

presented numerous problems to be dealt with. The membership team have given their time unselfishly and thanks are due to all of them.

Locomotives

The department has been under considerable pressure this past 12 months due to the fall off in staff making themselves available for locomotive maintenance and to a lesser extent for locomotive running. New legislation affecting the department has required additional time spent to set it up.

The position of the crane fleet has not improved. Extra work load has come about with the 10 ton cranes failing with boiler problems and mechanical repairs respectively, with no additional staff to enhance the situation. Although it must be said that a couple of stalwarts have come forward to assist on the Taylor and Hubbard crane.

During February the rebuilding of No 1 road pit in the shed is making things even more difficult with space at a premium.

Steam Locomotives

No 3: written quotes are expected for the manufacture of 2 A1X boilers during February.

No 8: on completion of the repairs to the T&H 10 ton crane work will restart on this locomotive.

No 10: Now on exhibition at Tenterden in the C&W yard behind the signalbox awaiting a 10 year overhaul.

No 11: this loco is available to traffic and is due a 10 year examination in October 1996, if it makes it.

No 12: No change from the last report. The owner hopes to come to Rolvenden over the Easter to continue the overhaul.

No 14: This loco is having some attention to the valve gear but is expected to be ready for Easter if required.

No 19: Now ready for the re-inauguration ceremony on 5th March.

No 21: Has just successfully passed its annual boiler examination however there are still some mechanical repairs to carry out.

No 22: work is now picking up on this loco. Assuming that enough money is available greater progress is expected for 1995.

No 23: available for traffic.

No 24: after enquiries from the commercial department a re-paint in green is possible. The owners have located some suitable paint and have made arrangements for a repaint to start during February.

No 25: still awaiting its 10 year overhaul.

No 27: The owners of this loco have put it up for sale.

1638: after use on the early Railway Experience courses this loco will be stopped for attention to the wasted firebox stays. It should be ready for Easter.

Diesel Locomotives

No 41 (Ruston): has received a much needed repaint in green with yellow ends and a much needed service. However since then repairs have had to be carried out to the engine governor.

No 43 (Titan): available as a backup yard shunter.

No 46 (D2023): used reliably as the station pilot at Tenterden for most of last year. It has transferred to Wittersham Road, as the P. Way works require a vacuum fitted engine for propelling moves. However it has succumbed to the rigours of service out there with engine trouble.

No 49 (D9505): available for traffic. It is due for heavy mechanical maintenance after the winter engineering works are complete both because of the lack of shed space and the need for the engine during the P. Way winter work programme.

08.108 (Dover Castle): available for traffic, mainly as Rolvenden yard pilot. In early February there was a small problem with the engine run solenoid.

Hastings DEMU: this is spending the winter at Tenterden. It has run reliably throughout the year.

Class 108 DMU: being restored by the owners for eventual return to traffic.

Cranes

No 311 (DS451 Taylor-Hubbard): the crane is receiving attention to damaged gears and to the fractured casting which was probably present after the collision had occurred.

No 316 (DS17700 Grafton): this crane has been taken out of service pending boiler repairs and some mechanical attention. The future of the jib

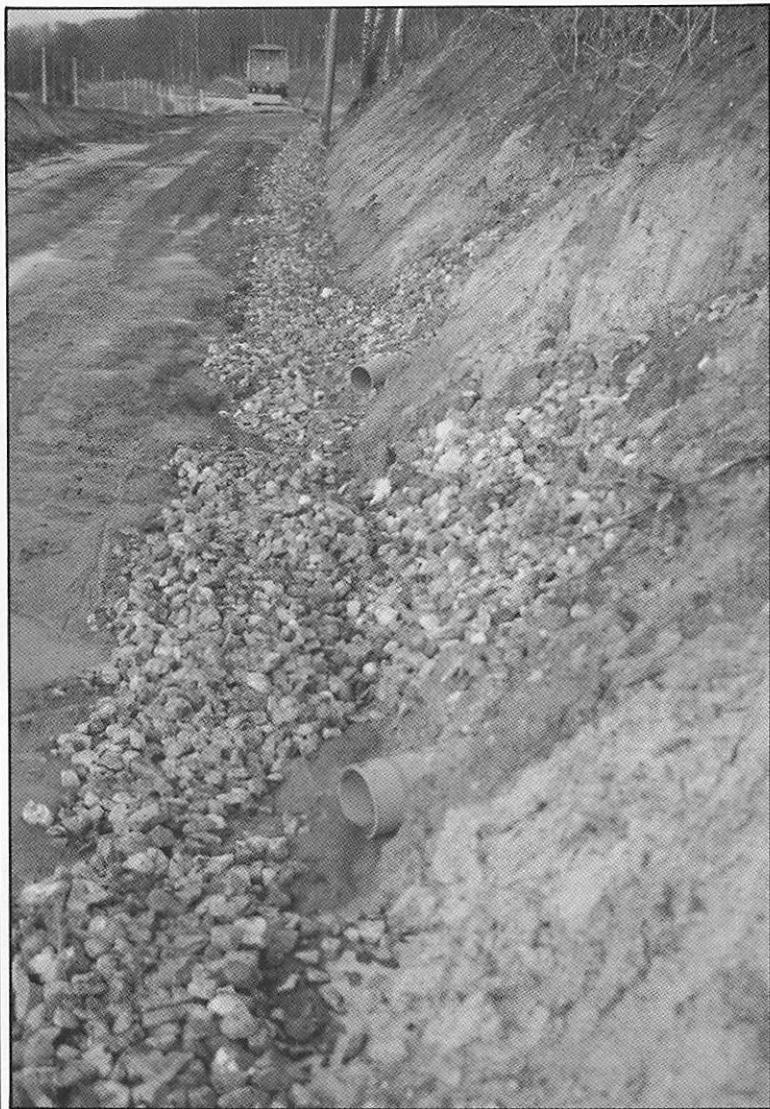


The P. Way gang ripping out the old 91 ¼lb rail at Gazedown Wood, 7th November 1994. (John Liddell)



Track relaying commences on this winter's relay along Newmill straight, 28th January 1995.

(Duncan Buchanan)



Drainage work on the relay. Note the drains set into the embankment, the wetness of the ground conditions and the ballast covering the main drains set 4 feet below.
(Duncan Buchanan)

wagon is uncertain. The crane has been properly sheeted over while it awaits repair.

No 336 (81S breakdown crane): during the summer considerable work was carried out but the fitting of a safe working load indicator is required before it can enter service again. Quotes for the equipment are awaited.

No 305 (5 ton Diesel): there are still repairs outstanding and also a safe working load

indicator is required.

Carriage and Wagon

SECR 4 wheeler No 2947 (The wrong carriage number has been given previously. Only clearing layers of paint has resolved the issue): Work continues apace. The roof has been canvassed and painted with the gutter strips and end mouldings fitted. Most of the internal panelling has been made and the ceilings lined with calico,

painted and work has started on constructing the seats. The door hinges have been overhauled, new pins put in and some of the overhauled doors refitted. Work has started on the ex-PMV underframe with the Hadlow College gang having removed unwanted items.

L&NWR CMEE inspection saloon: Structural work, to rebuild one end balcony, is now complete and the body has been rebolted to the underframe. Painting to LMS lake livery, has commenced and re-wiring is underway. The vehicle is to be fitted with an overhauled dynamo.

SR CK No. 56: Work on the toilets is almost complete and refitting of the doorskins is continuing. The guttering is also being refitted.

MK 1 BSO No. 73: This vehicle has had its 18 month examination. Work undertaken included re-sealing around the windows, touching up of the paintwork and a new and very smart coat of varnish. The roof has been repainted and the bogies run out for all brake rigging pins to be removed and greased. The vacuum cylinders have been overhauled.

NBO No. 53: one bogie has been overhauled



Dave Brailsford grinds smooth the nameplate holder on No. 24, 4th February 1995.

(Duncan Buchanan)

with other associated work being completed at the same time to enable the coach to last to the end of the Santa Special season. It is now out of traffic pending a 10 year overhaul.

Other news: Work is in hand to improve the lighting of the Pullman set with new battery chargers and batteries. The chargers are proper float chargers which will prevent the continual overcharging which has damaged so many sets of batteries over the years.

Following the safety consultant's visit dust extraction equipment has been fitted to the woodworking machines in the shed. Members of the Hadlow College team are fitting fixed air supply points around the walls of the shed for air tools. This will prevent the present constant trail of air lines across the shed which provide a tripping hazard.

A bolt store has been constructed next to the tool store and work is progressing sorting out the existing extensive stock of bolts that the department holds. A start has been made on sorting out the chaos of the stores on the mezzanine floor.

The department's traditional Christmas dinner was revived in 1994 and was completed with a showing of Andy Webb's extended K&ESR slide collection. A better reason for working in Carriage and Wagon could not exist.

Permanent Way

The November working week saw the Gazedown Wood straight relayed from worn out 91 1/4lb rail to concrete sleepers and 95 1/2lb rail. Apart from one very wet day the weather held off for most of the week. Indeed progress was so good that some outstanding rail changing work was completed by Saturday afternoon. In connection with the installation of a track circuit for the Rolvenden end points at Wittersham various rail welds were carried out and also the required insulated block joints were installed.

The winter work programme has started well with a relay to complete the upgrading of the track from Newmill Bridge to Pope's Cottage. This stretch, at the start of the Newmill straight, requires the installation of deep drains either side of the track to prevent the previous problem with mud and water ingress. Whilst the drains are being installed Newmill Bridge has been spot resleepered.

Stations

Tenterden: The much delayed replacement of Tenterden station roof started on the wettest



*Dave Stubbs secures part of the extension to the children's climbing frame at Tenterden, 4th February 1995.
(Duncan Buchanan)*

weekend in October. Work proceeded between the heavier downpours. In addition to the roofing, the road end A frame was replaced, fibreglass insulation was laid and roofing felt was provided this time giving additional protection from the elements. The second weekend saw the canopy, store and WC being roofed to finish the job. In early February the second half of the playground equipment was erected to complete this project to the modern exacting regulations covering children's playground equipment.

After many years the problems with water supply at Tenterden, especially on busy days when the toilet block would regularly run out of water during the early afternoon as the water tower for the locomotives took the lion's share, an increased supply has been installed and re-routed to the important places. In addition to the new water supply which runs from the gate to the buffet separately supplying the toilet block and buffet with water, a new electricity supply, a gas

pipe (for future possible connection) and a duct for future S&T cables have all been provided.

Carriage and Wagon are to be connected to the main sewage thus allowing the installation of a toilet. This will be done in conjunction with and part funded by, Henry Edwards the farmer, for the use of C&W and his tenants.

Rolvenden: Work has commenced on the reconstruction of No 1 road pit (normally used for washouts) as the old one, constructed many years ago, is collapsing.

The staff accommodation at Rolvenden, "The Palace", has been completely repainted for the first time since volunteers took it over, nearly 15 years ago.

Signal and Telecommunications

Several part finished works were completed

during the period under review. Rolvenden Down Outer Home signal had the safety rails and new telephone installed. These were dismantled two years ago for the P. Way works on the bank. The diagrams and wiring records for the whole signalling installation have finally been brought up to date ready for the next series of alterations at Rolvenden. The new workshop at Tenterden has been planned and the shunter's occupation key commissioned thus allowing the yard to be shunted without needing the presence of a signalman.

Tenterden Railway Press

Not only has the workload increased in the press the number of visitors is very much on the up. Given the time spent by some watching the presses it is surprising that no volunteers have come forward yet. It would be nice to see an expansion of activity here but it does require extra help.

1994 turnover was around £1000 though the accounting only started in May. For VAT reasons there must be full internal accounting for all work performed even though most of the materials have been donated from various sources. The press cannot cope with the large multi-coloured runs needed for the timetable but is best suited to small runs. Having said this the 21st Anniversary Draw tickets, a run of 60,000 numbered tickets, has just been completed.

Forestry and Conservation

Since the last report work has continued on a number of sections along the railway in an effort not only to keep, for safety reasons, foliage away from the track but also, in some locations, to leave areas clear so that the fine views from the train can be appreciated.

Over the past six months the areas that have received some attention has included the section from Tenterden Station towards the headshunt so that engine crews could at least see the back of the train and our neighbours could have their views across the valley reinstated. Some of the willow trees at Willow Curve required removing as they had become storm damaged and, in some cases, had started to rot at the base.

A considerable amount of work has been carried out from Wittersham Road towards and along Oxney Straight. Along this section many of the trees, which had been cut down to ground level some three years ago, required cutting down again as, in particular with willow trees, they can grow some three feet each year. This has resulted in the young shoots growing into the telephone wires. In some cases, owing to the amount of rain that has fallen this year, the only

way to reach the base of the trees was to stand in about a foot of water, some of it not very pleasant.

Work has also been carried out in clearing the fence line from Newmill bridge towards Gazedown Wood on the Cray fish farm side of the line so that the fence can be renewed once the Permanent Way have completed their work this winter.

Operating

Following the resignation of Graeme Richards from the post of Operating Manager, Neil Sime has been re-appointed to the post, which he previously held from 1986 to 1992. In order to spread the load of this arduous job a new position of Line Manager has been created to manage the day to day aspects of the railway's operation. The post is currently being filled by Simon Long in addition to his responsibilities as Locomotive Inspector and senior Running Foreman at Rolvenden.

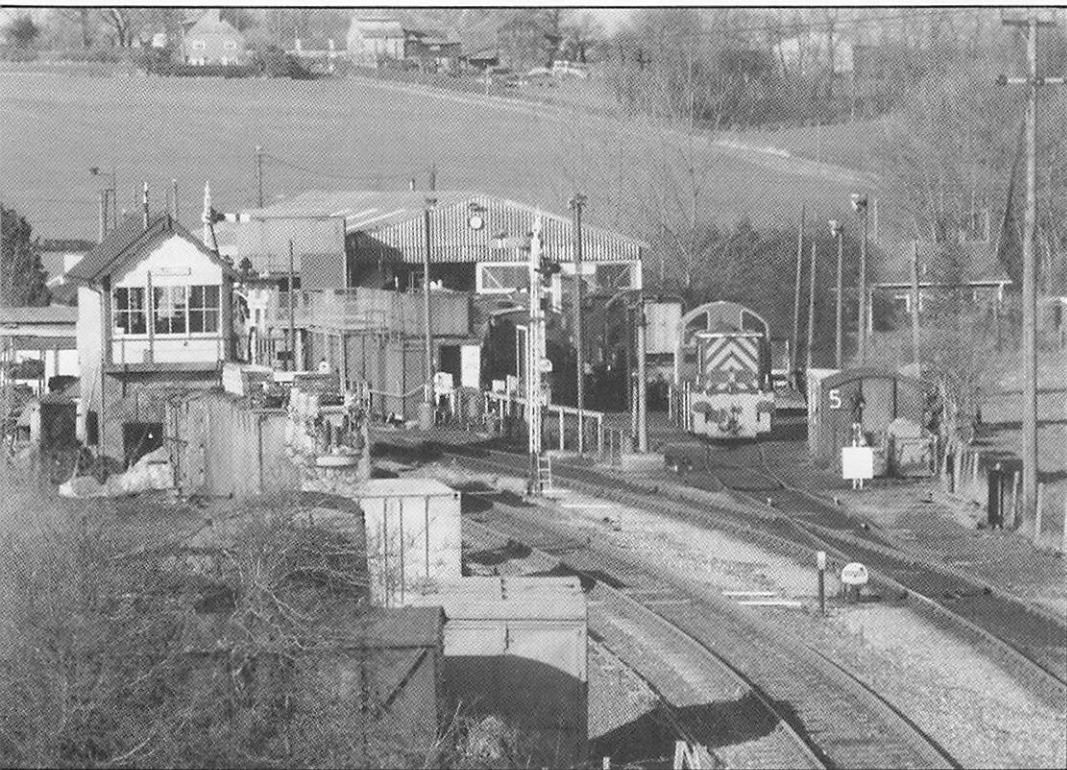
During the winter the operating department normally has only a few engineers trains to run. However the railway has launched "Railway Experience days" offering members of the public the chance to sample the duties involved in operating the railway; driving and firing a steam loco, acting as guard and working a signalbox.

The organisation and execution of these events is extremely complex and a lot of management time has been involved in drawing up the format and content of these days in order to produce a safe, cost effective and marketable package.

On the day itself, a large number of operating staff are required as Railway Inspectorate guidelines dictate that as well as someone directly supervising those taking part, a separate member of staff must also be provided to cover each operating duty. Thus as well as two drivers on the footplate and a third to provide an opportunity for each to have a break, a total of three signalmen (two at Tenterden, which is the box that participants work in, and one at Rolvenden) and two guards are also required to cover each day's operations.

Early indications are that this activity is going to be popular and hopefully one or two of our visitors may even get "bitten" and become volunteers in the operating department!!

With the 1995 public timetable agreed in November, our traffic manager, Ian Legg, has been able to compile and issue the working timetable for the coming season. As well as more detailed timings (than the public timetable) and



General view of Rolvenden with the Class 14 diesel ready to depart to the work site at Newmill, 4th February 1995.
(Duncan Buchanan)

light engine movements, this publication also contains all of the various locomotive and crew workings required to cover these services. From this information the roster clerks can map out the various commitments that require to be covered and issue availability sheets on which staff can volunteer for duty on particular days. Then comes the intricate task of matching availability to the service requirements and publishing the roster. Invariably a "few" blanks remain and then the roster clerks must ring round and cajole, arm twist or bribe staff to cover the vacant turns. It is to everybody's credit that the roster clerks fail so infrequently.

21st Anniversary Draw

A special 21st Anniversary Grand Draw will be held this year, not only to mark our 21st anniversary of restored passenger services, but also to raise funds for the restoration of our two unique Pullman cars Barbara and Theodora.

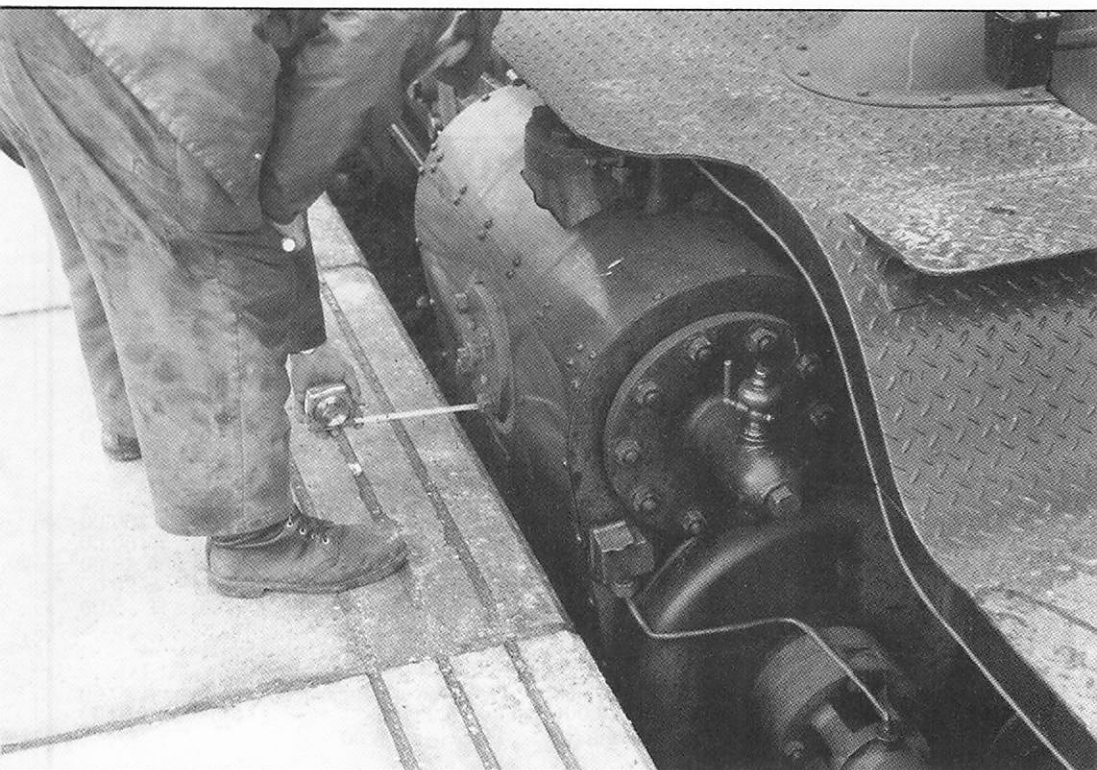
The tickets will go on sale from March 5th and the Grand Draw will take place on Sunday September 10th during the "Steam and Song" weekend, the first prize being a weekend in Paris followed by other exciting prizes.

The two Pullman cars, built especially for the Hastings line in 1926 to restriction "O", are the sole remaining members of six which were built to service the business trains on that line. During their thirty-eight years service with the Southern Railway then Southern Region they were rebuilt three times, from originally all First Class to composite, then after the War to non-supplement Refreshment Cars and finally to Excursion Bar Cars. Following the dieselisation of the Hastings services in the late 1950's all six cars were sold to the Southern Region and were used on excursion trains and boat trains as Bar Cars until withdrawal in 1963. Luckily, two were purchased by our far-sighted, young Association, and

arrived at Robertsbridge in 1964, then still in SR green livery sporting the legend "Buffet" on their sides. They were soon moved up to Rolvenden where Theodora served as a static buffet whilst Barbara became the bookshop in those formative years. When the re-opening of the line became a reality, Theodora was moved to Tenterden and continued to serve as our static buffet right up until the opening of the current buffet building in 1986. Meanwhile, Barbara was partly restored and repainted in original Pullman livery and put to use as the Bar Car and Kitchen on our emerging "Wine and Dine" trains from 1974. A further repaint and adjustment to the interior of Barbara in 1977 heralded the change of name to these now prestigious dining trains, the "Wealden Pullman". The success of these services soon outgrew the tiny kitchen in Barbara, and an ex-BR Restaurant Car was added to the Wealden Pullman to provide the necessary extra catering space. 1984 saw Barbara back in the workshop for a really major rebuild both inside and out. The marquetry panels were removed and professionally repaired by Dunns of

Chelmsford, who, incidentally had originally made them in 1925, the kitchen was completely re-fitted, upholstery re-covered and the exterior given extensive restoration and re-painting in full Pullman Car Co. livery. After ten more years service, mainly on the Wealden Pullman train, Barbara is due for another major overhaul, this time not only will the bodywork require attention, but there is extensive work to be carried out on the underframe, floor and running gear.

Following storage of Theodora, in the open of course, after many years as a static Buffet, thoughts were given to her restoration. However costs were such that only the exterior was able to be dealt with and she emerged from the Carriage shed two years ago looking resplendent after bodyside repairs, re-roofing and total repainting. However, due to financial restrictions, the restoration of her wonderful marquetry interior, the provision of seating and equipping of her kitchen has had to wait until funding can be allocated. This funding is still some way off



Richard Halliwell measures the clearance of the cylinders on No. 19 at Northiam, 30th December 1994.

(John Liddell)

due to our current financial restraints, but it was felt that some way must be found to complete the restoration of both of these historic, interesting and valuable vehicles.

A committee was formed to discuss funding and their decision to hold a grand draw in our 21st Anniversary Year to raise funds must be applauded and supported if we are to see these two important Pullman Cars re-enter service and maintain our position as one of the leading lights in the restoration of historic and important items of British rolling stock. Please support our 21st Anniversary Draw. Two books of tickets are enclosed with this mailing, more are available, please tell all your friends, relations and colleagues about this exciting venture and you never know you may be the one who enjoys a weekend in Paris!

Staff Meeting

At a packed staff meeting at the Vine Inn on 28th January many of the regular volunteers discussed future plans for the railway.

A lively debate centred on plans for extending the railway to Bodiam especially in respect of the challenging timescale set for this project by Mark Yonge. It was pointed out that we have not paid

for the Northiam extension yet, with the total debt of the railway not much reduced from £550,000, far less finished the Northiam station site. This means the railway is still paying nearly £1000 per week in interest payments to the bank before even turning a revenue earning wheel. It was generally felt that the debt burden should be reduced first before extending. Indeed it was even queried as to why we wanted to go to Bodiam since not only is there a backlog of projects on the existing line both for the P. Way and concerning Rolvenden even before the necessary enhancements to Tenterden site are contemplated. There is little point in reaching Bodiam, assuming you can find the capital, if you cannot transport enough passengers to make the venture economic. We are not able to raise fares in direct proportion to the length of the line and this has meant that a Bodiam extension could be a bigger millstone around our neck than Northiam has proved. Despite the reality there was much emotion expressed that our eventual aim must be to reach Bodiam. The board were left to agree what must be done having heard some forcibly put opinions and a consensus emerging amongst those present. It was hoped this might result in an additional mailing with this *Terrier*.

THE K&ESR 300 CLUB THE PRIZE WINNERS

To join the 300 Club, ring either Brian Heyes on 01622 744509 or Chris Garman on 01424 772799.

October 1994

Drawn - Tenterden Buffet

1st	Daniel Chandler	(274)	£40.00
2nd	Dave Felton	(312)	£20.00
3rd	Norman Brice	(154)	£15.00
4th	A. Edge	(221)	£10.00
5th	Terry Gibbons	(181)	£ 5.00

December 1994

Drawn - Tenterden Station

1st	J.P. Lennell	(247)	£200.00
3rd	Brian Heyes	(152)	£ 70.00
5th	Ros Debling	(103)	£ 50.00
7th	Mrs A.M. Flint	(209)	£ 30.00
9th	Paul Mercer	(079)	£ 10.00

January 1995

Drawn - Rolvenden

1st	Dave Green	(082)	£50.00
3rd	Tony Pearson	(002)	£20.00
	5th Vince Williams		

November 1994

Drawn - Rolvenden

1st	Florence Livik	(199)	£40.00
2nd	Sylvia Wenden	(203)	£20.00
3rd	Brian Remnant	(246)	£15.00
4th	Tony Bush	(174)	£10.00
5th	R. Halliwell	(027)	£ 5.00

2nd	Geraldine Long	(124)	£100.00
4th	R.E. Benz	(092)	£ 60.00
6th	John Debling	(104)	£ 40.00
8th	Norman Denty	(176)	£ 20.00
10th	Sylvia Wenden	(201)	£ 5.00

2nd	Margaret Remnant	(249)	£30.00
4th	A.J. Clark	(064)	£10.00
	(326)		£ 5.00

Registered with Ashford Borough Council, under Section 5, Schedule 1 of the Lotteries & Amusement Act, 1976

K&ESR EVENTS IN 1995

COME AND JOIN US!

Easter Family Fun Weekend

Friday 14th - Monday 17th April - Starring Postman Pat

50th Anniversary of VE Day

Sunday 7th & Monday 8th May - Ex-Army engines plus military vehicles

21st Anniversary Steam Spectacular

Saturday 3rd & Sunday 4th June - All available engines in steam plus a host of extra attractions

"Friends of Thomas the Tank Engine"

Saturday 1st & Sunday 2nd July - The Fat Controller and Devious Diesel celebrating 50 years of "Thomas" books

Behind the Scenes Weekend

Saturday 5th & Sunday 6th August - See how we keep the trains running

Festival of Steam & Song

*Saturday 9th & Sunday 10th September -
A delightful mixture of trains and tunes!*

Diesel Gala

Saturday 14th & Sunday 15th October

Poppy Appeal Sunday

Sunday 5th November

Hogmanay Steam Specials

*Saturday 30th/Sunday 31st December and 1st January 1996 -
Celebrate with a glass of hot punch on us!*

DINE ON THE LINE

Advance booking essential - write or telephone for details.

WEALDEN FULLMAN - luxury evening dinners; runs most Saturdays.

ROTHER VALLEY LIMITED - traditional, three-course, Sunday roast.

STEAM 'N' SCONES - tea on a train - just £7.50 per person.

CHILDREN'S TEA PARTIES - a real Birthday treat!

MEMORABLE DAYS OUT

Advance booking essential - write or telephone for details.

NEW Railway Experience Days - taste life as a guard, fireman, driver and signalman; includes 2 hours on the footplate.

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General Enquiries - 01580 765155

Special Events - 01580 766428

Presenting our History

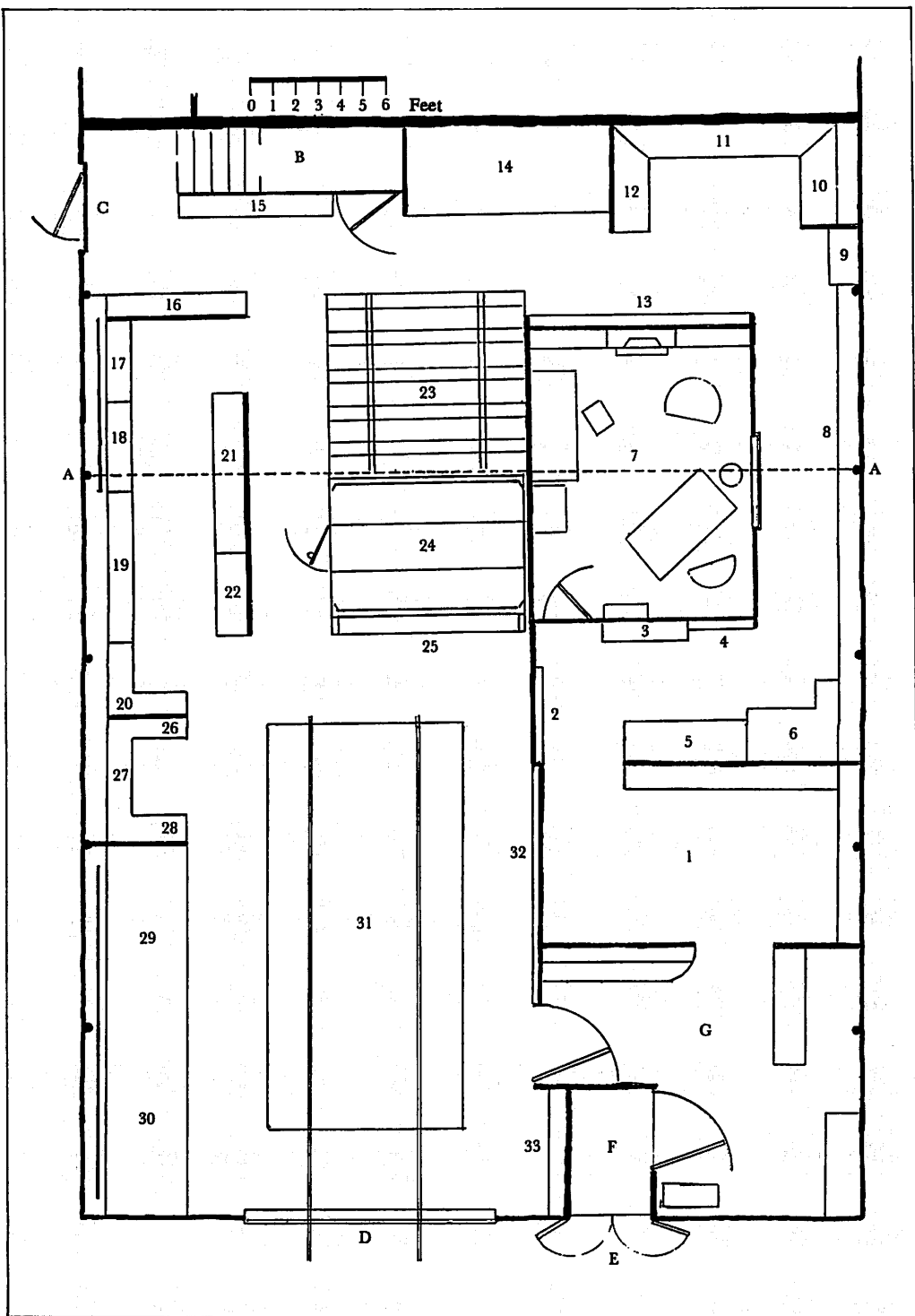
John Miller outlines plans for a new Museum relating to Colonel Stephens and his railways at Tenterden Station

Key to Proposed Exhibition

- 1 Introductory room decorated in Victorian style. Family photographs on the walls and mementoes on display. Gives details of Stephens' family background and his connections with the Pre-Raphaelite Brotherhood of Victorian painters. Explanation of the 1896 Light Railways Act, and Stephens' role in promoting and building railways under the Act. Summary of Stephens' life and the role of his successor, W.H. Austen.
- 2 Cranbrook & Paddock Wood Railway.
- 3 Rye & Camber Tramway.
- 4 Sheppey Light Railway
- 5 Hundred of Manhood & Selsey Tramways (West Sussex Railway).
- 6 Building Light Railways. Small tableau with Stephens' theodolite and surveying instruments.
- 7 Colonel Stephens' office viewed through a replica window. Room scaled down due to limitations of space, but arranged with original furniture, books and office equipment as it was in the late 1920s, based on recollections of former employees.
- 8 Long wall with large framed posters, timetables, etc.
- 9 Working model, 3 1/2" gauge, of K&ESR No. 2 "Northiam" built by Holly Austen in the 1930s.
- 10 Rother Valley Railway (1896-1904).
- 11 Kent & East Sussex Railway (1904-1948).
- 12 Kent & East Sussex Branch (BR period 1948-1961).
- 13 Stephens' and Austen's collections of railway free passes, mainly from the early 1920s before the grouping of railways.
- 14 Stephens' Military Career. Small tableau with Stephens' camping equipment, circa 1910, medals, commissions, etc.
- 15 East Kent Railway and the Kent Coalfield.
- 16 Model layout of Wingham Canterbury Road station in 00 gauge, East Kent Railway.
- 17 Burry Port & Gwendraeth Valley Railway.
- 18 Bere Alton & Callington Railway (Plymouth, Devonport & South Western Junction Railway).
- 19 Weston, Clevedon & Portishead Railway.
- 20 Festiniog and Welsh Highland Railways (Stephens' period 1923-1936).
- 21 Shropshire & Montgomeryshire Railway.
- 22 Snailbeach District Railways.
- 23 Engineering on light railways. Tableau with section of ballasted track, gangers trolley, permanent way tools, lineside notices. Oilskins worn by Arthur Smith (K&ESR lengthman 1930s) on mannequin.
- 24 Original third class carriage compartment, SE&CR but typical of many light railways. Public able to sit inside when restored.
- 25 Ashover Light Railway.
- 26 Western Point Light Railway.
- 27 Edge Hill Light Railway.
- 28 North Devon & Cornwall Junction Light Railway.
- 29 Tableau style display illustrating the carriage of passengers on light railways. Uniform worn by Bert Sharpe (K&ESR guard 1940s) on mannequin.
- 30 Tableau similar to 29 but showing carriage of goods, Bodiam milk churn, hop-pocket, examples of paperwork.
- 31 Space for small railway vehicle, model railway layout or temporary exhibition.
- 32 Railways promoted by Stephens but not built.
Other companies with which Stephens had a working connection:
Cranbrook & District Water Company
Upper Medway Navigation
West Somerset Mineral Railway
Isle of Wight Central Railway
- 33 Preservation of the Kent & East Sussex Railway.

Key to Building Features

- A Limit of mezzanine floor.
- B Stairs to mezzanine floor with cupboard under for storage of vacuum cleaner, brushes, mops, etc.
- C Fire escape door with alarm.
- D Large roller shutter doors (existing).
- E Railway style canopy to be added after opening.
- F Wheelchair width entrance with glazed draught lobby. Outer split doors may be hooked back when museum open.
- G Admission area with pay counter, small display area for sale of museum guide, postcards of exhibits, etc. Storage for attendants' coats, handbags, etc.



For some years, the Title "The Colonel Stephens Railway Museum" has been a familiar acknowledgement in various publications for the use of photographs or material from our collection, but there has been little substance in that title in terms of a museum building. As long ago as 1974 (in *Tenterden Terrier* No 4), it was announced that the "directors of the Tenterden Railway Company have decided that . . . a museum dedicated to the memory of Lt. Col. Stephens should be established at Tenterden". Fortunately, it was also said to be a long term project! So what has happened over the intervening twenty-one years to bring the idea to fruition?

In 1974, there was very little material, apart from tickets and photographs, with which to mount a display. In the absence of a museum, Philip Shaw began to acquire items personally and other material was given into his care by former employees and their relatives.

The first break-through came in 1977 with the opening of the Tenterden & District Museum, in which one room was allocated for a railway display. This in turn led to more material coming to light, much of which was placed on "indefinite loan" for display in the Museum. Following the closure of the Salford Terrace offices in 1948 upon nationalisation, W.H. Austen retained much of the furniture from Stephens' old office and also many interesting records. These in turn passed to his son Holly Austen. For many years a large trunk, stuffed full with items from Salford Terrace, sat in the porch of Holly's home. Holly died in 1981, and under the terms of his will, all the material not already given to Philip Shaw was left to a friend, and he has kindly placed this on loan to the "museum". We are therefore, indebted to Holly Austen for the survival of so much (to us priceless) material from the Tonbridge offices.

Over the years, we have also kept an eye on the auction rooms and have acquired more material, purchased both from private funds and from small allocation made by the T.R.C. each year. The collection has grown but due to lack of space, less than a quarter of its total has been on display in the Town Museum. By the early 1990s we were having great difficulties in finding sufficient storage, and in September 1992, we took a further step forward. The T.R.C. directors agreed that space should be rented in one of Henry Edwards' buildings on the north side of Tenterden Town station, to provide a museum and archives store.

Since then, we have discussed with Henry Edwards the possibility of taking over part of No

1 Unit as a railway museum. This is the curved roof building situated on the car park side of the carriage shed. Last summer, planning permission was granted to convert the west end of No 1 Unit (1A) into a museum. We are now working-up the plans for Building Regulations. Three main building alterations are required:-

- a public entrance, wheelchair width and with a lever floor
- a fire escape door at the opposite end to the entrance
- a fire-stop wall between the proposed museum and the Tenterden Forge (which occupies the other half of the building).

It is planned to retain the existing steel roller shutter doors to give access for large objects, and to slightly enlarge the existing mezzanine floor to provide storage.

It is hoped to take over the tenancy of No 1A Unit this July. A year will be spent on building alterations and on setting up the new exhibition. The theme of the display will be centred around Colonel Stephens' career; the history of the railways he promoted, engineered or managed; and the impact of the 1896 Light Railways Act on rural transport. The focus of the display will be to interest the general, non-specialist, visitor, for at least an hour, (and there will be an educational element), but there will also be much of interest to the railway enthusiast. The target is to open the museum to the public in the summer of 1996, which is conveniently the centenary year of the Light Railways Act.

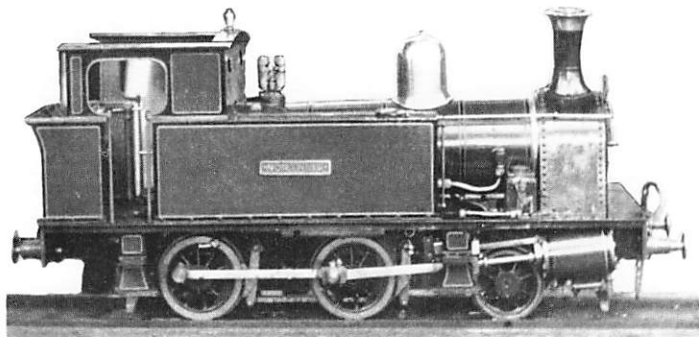
The building alterations will be undertaken by contractors but the exhibition will be put together by a team of volunteers. The entire internal display will be demountable so that any part of it may be changed or replaced as necessary. The set-up costs will be kept as low as possible, with the aim of improving the display over a period of time using income from admissions.

To begin with, the museum will probably be open about 120 days each year and will be staffed by volunteer attendants (a large number of whom, it is hoped, will be women), with a minimum of two on duty at any one time. A briefing meeting for all attendants will be held at the beginning of each season, and a "thank you" gathering at the end. As the museum will have to be self-financing when open, an admission charge will be made to cover the outgoings and improvements.

The draft floor plan will give some idea of the proposed layout. Although the area of Unit 1A,

approximately 1536 square feet, is a considerable increase on that available to us in the Town Museum, where we have about 277 square feet,

nevertheless, it will be a tight squeeze to get as much as possible on display.



Model of K&ESR Locomotive No. 2, "Northiam", made by William Holman Austen, which will feature in the museum exhibits. (John Turner Collection)

ROLVENDEN in 1932

Our centre spread this time is a specially commissioned watercolour for *The Tenterden Terrier* by Railway Artist, George Heiron, in aid of the museum project.

Locomotive No. 4, an ex-LSWR 0-6-0 saddle tank known as a Saddleback, has just arrived on the line. K&ESR driver, Jimmy Webb, chats on the platform to a solitary passenger, who is no doubt surprised to see a bright new engine on the line. The timeless emptiness of the Kent & East Sussex Railway prevails. Meanwhile, Ford Railbus No. 2 and locomotive No. 1 "Tenterden" are parked outside the shed nearby.

A strictly limited edition of 300 prints, overall size including border

65cm x 49cm (picture size 54cm x 37cm), each numbered and personally signed by Mr Heiron has been privately sponsored, with all proceeds being devoted to the new Colonel Stephens Railway Museum at Tenterden. The cost is £35 per print, inclusive of postage in a cardboard tube.

If you would like to purchase a print, please send your cheque made payable to The Colonel Stephens Railway Museum, to: The Malt House, 109 High Street, Tenterden, Kent TN30 6LB. Please note that the prints cannot be purchased through the Shop at Tenterden Town Station, nor can a framing service be offered. We strongly advise that prints should be dry mounted before framing.

ROLVEND

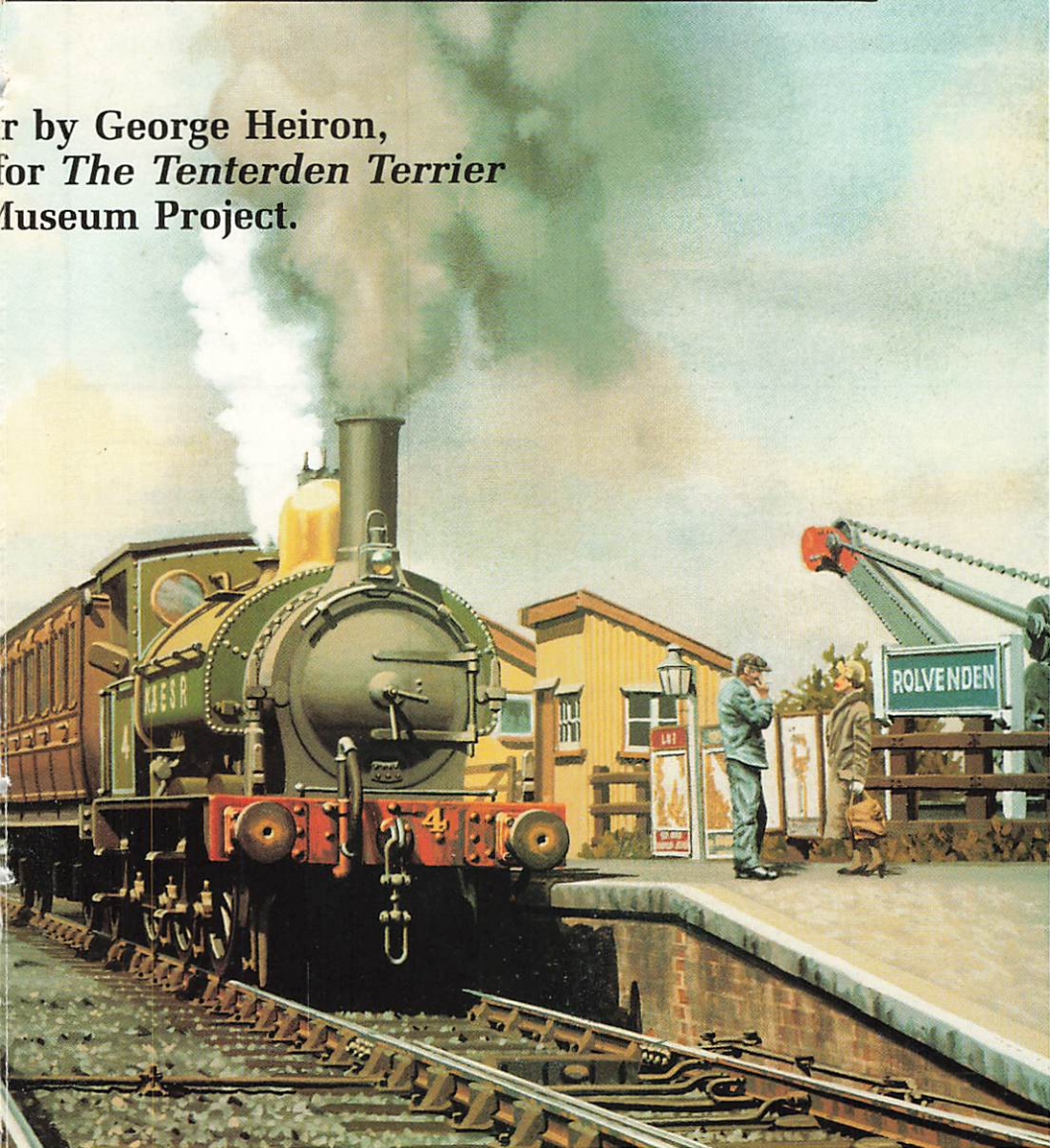
From a watercolour
specially commissioned
in aid of the M



George Hearn

DEN in 1932

by George Heiron,
for *The Tenterden Terrier*
Museum Project.





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Tickets Please!

Passenger numbers fell by 6% in 1994, although there was a welcome increase in the average loadings consequent upon the decision to reduce the number of trains and operating days. John Emmott and Philip Shaw present the facts.

Despite an overall drop in passengers, the increase in the average number of passengers per train was a welcome trend, but the figures still do not compare favourably with the loadings that we achieved in the 1980's, when the average was well in excess of 80. Another welcome fact was that average fares per passenger in 1994, excluding Santas, rose from £3.58 to £4.05, thereby reversing the trend of the previous year. A highlight of the year's operations was the sparkling performance of the Santa trains, with an increase of 8%; however, this was achieved by much more intensive running in the pre Christmas period, which did cause some operational problems, and this year the December/New Year's Day services will incorporate 13 running days - four fewer than last year. Covers on the Wealden Pullman trains were reduced to 36 per train in an attempt to

improve the service to customers and to help with Volunteer involvement.

The timetable for 1995 shows a further albeit modest reduction in services in an attempt to enhance loadings and profitability. Special events are an attractive feature of our operations and ten weekends have been highlighted in 1995; a full list of these activities is listed elsewhere in the journal - please support the Railway by coming along if you can! If you have contact with Play Groups, Retirement Clubs, Women's Institutes, etc., please ask for brochures at the office and hand them on to the relevant organisation.

1995 is the 21st Anniversary of the revived Kent & East Sussex Railway; so please help us to make it a bumper year for passengers and profits.

	1993				1994			
	Op Days	Trains	Paying Passengers	Avg per Train	Op Days	Trains	Paying Passenger	Avg per Train
February	4	24	682	28	-	-	-	-
March	4	24	704	29	4	24	1147	48
April	14	105	7973	76	15	108	7039	65
May	12	118	6461	55	12	99	6175	62
June	30	161	10448	65	23	128	9083	71
July	31	163	9541	59	31	163	9258	57
August	31	234	17084	73	31	214	16282	76
September	30	149	8249	55	21	122	7557	62
October	11	80	2923	37	10	76	2851	38
November	5	34	1188	35	6	36	1445	40
December	14	82	10942	133	17	91	11856	130
	186	1174	76195	65	170	1061	72693	69
Wealden Pullman/Charters			2204				1527	
Privileges			4497				3605	
Totals			82896				77825	
Bookings from:								
Tenterden			64775				61605	
Rolvenden			378				130	
Wittersham			82				152	
Northiam			9711				9293	
On train			1249				1513	
			76195				72693	



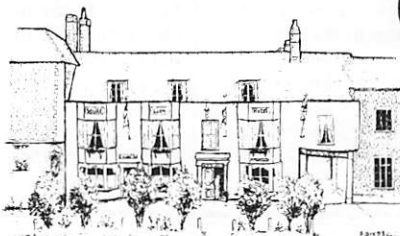
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Book Review

Branch lines to Torrington, by Vic Mitchell and Keith Smith. Published by the Middleton Press, price £9.95. Hard covers, 96 pages of captioned photographs and introductory text.

This latest volume from the well known Middleton Press series covers the two lines emanating from Torrington to Barnstaple and to Halwill. The latter, one of the last passenger carrying light railways to be constructed in this country, was engineered by Colonel Stephens and opened to traffic in 1925. Built nominally by an independent company, but always worked by the Southern, the lines was built to alleviate unemployment in the area, heavily subsidised by grants from Local Authorities. There are a few photographs showing the line under construction but every station and halt on the Railway is covered in a comprehensive way, making this book an invaluable source of reference for modellers. Passenger services between Barnstaple, Torrington and Halwill were withdrawn in 1965 but China Clay trains continued as far as Meeth

until as late as 1982, when the whole line from Barnstaple to Meeth was completely closed. Part of the trackbed is now in the ownership of Devon County Council, who have created a footpath and cycleway between Barnstaple and Petrockstow, so that hikers can still follow part of the route that was once an enchanting light railway.

All Middleton Press books are solidly bound, and sewn in hard covers, with a laminated surface that is made to last. Many of the other Stephens' lines have also been covered by Middleton Press in their Branch Line series; these books represent a most valuable source of handy information which should accompany every explorer in search of abandoned lines.

P.D.S.

The Editor welcomes books for review in these columns, providing that they are relevant to the Stephens' lines or railways in the South East generally. Please send review copies to the editorial office listed in the inside front cover and not to the station.

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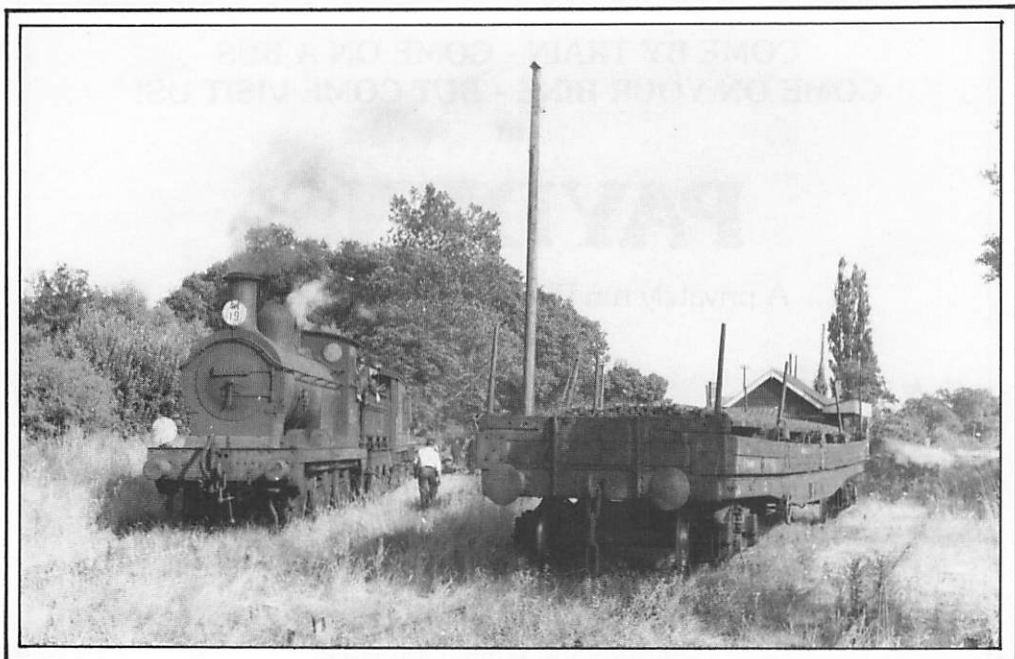
The Last Days of the Headcorn Extension : Part 1

It will be well documented elsewhere that this year, 1995, commemorates the 21st Anniversary of the re-opening of the first section of our line under preservation, what is perhaps less well known is that this year also marks the 40th anniversary of the end of the erstwhile "Headcorn Extension". It was during 1955 that contractors were hired to lift the section from just north of Tenterden through to Headcorn which brought to a close the short life of this 8 mile section of our Railway. Doug Lindsay played just a little part in this, the destruction of a section of the Railway which today he is involved in preserving!

* * * *

I was lucky enough to have observed the whole line in operation before the 1954 closure. On many occasions during my weekly trips to Smarden with my father we had detoured via Headcorn to see the Main Line expresses roar through in those halcyon post-war years, and on several occasions we witnessed The Golden Arrow in all its splendour, with the then sometimes blue liveried Bullied Pacifics at its head followed by the gleaming rake of Pullmans. More often than not we would make our way over the footbridge to view at close hand the

"other" Headcorn station, the KE&SR Headcorn, where often we would see the Tenterden train waiting patiently for passengers headed by a previous generation of motive power, the ubiquitous "01" Class 0-6-0. This to me was equally exciting, as living near Maidstone at the time, the basic diet of trains there were either 2-HAL multiple unit electrics and secondary main line steam services which served Ashford and Tonbridge, neither of which were real branch line types of railway which I loved so dearly, and which the KESR offered. On several occasions I was offered a short footplate ride on the "01" as it ran round its single coach train in the platform at Headcorn, and on a Summer evening, listening to the birdsong punctuated by the exhaust of the loco as we ran round was absolute bliss!! As the darker evenings of Autumn approached it always amused us that the Tenterden train often sported "Express" headlamps, i.e. a lamp over each buffer, normally reserved for express passenger trains only, and on mentioning this to the Drivers at the time we were informed that with two lamps it was just possible to see the "road" ahead as the train made its way slowly along the line between the high hedges, and even threw



31064 shunts at Biddenden; note loaded bogie bolster, August 1955. (Colonel Stephens Historical Archive)

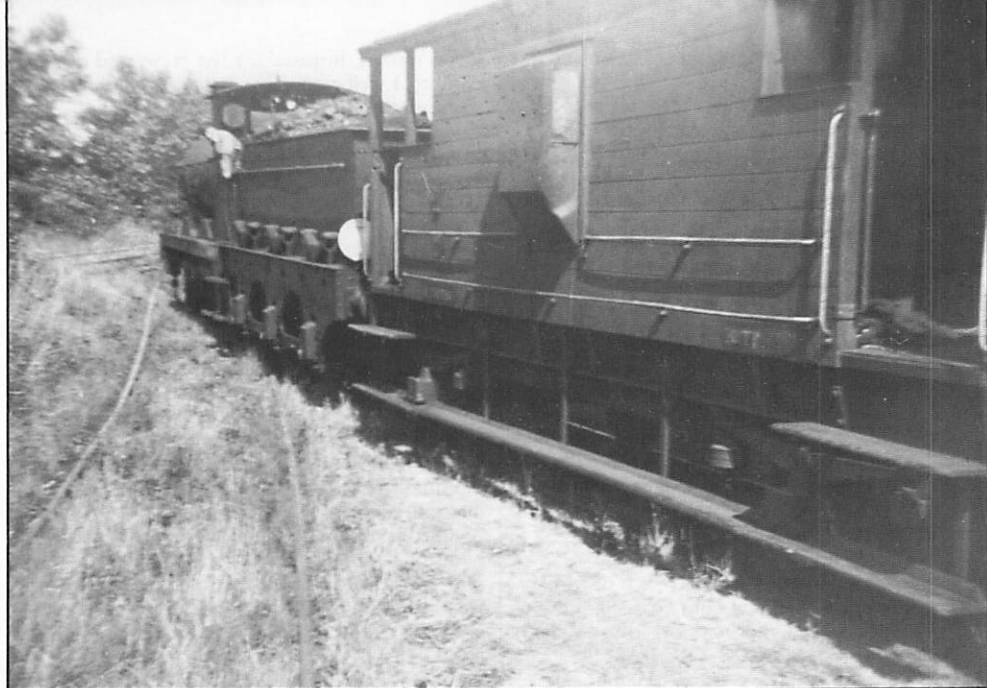
enough light out at the unmanned stations at Frittenden Road and St. Michaels to enable the Driver to see if any passengers were waiting to join the train!! On one particular journey we made to Tenterden after dark in December 1953, it was quite evident that this was the case, on looking from the leading window of the single LSWR coach as it lurched along behind the "01", there was a ghostly half-light being thrown ahead of the loco from the two oil lamps whose flickering flames provided the eerie shadowy light reflecting off the weeds in the "four-foot" and the unkempt hedgerows as we made our way along. Then, as we burst out of the tunnel at St. Michaels and with much whistling for the crossing there, the driver making a steady brake application as we rumbled over Grange Road, the two lights dimly illuminated three potential passengers waiting on the lonely sleeper built platform, just like something from "The Ghost Train"!

As is well documented, this lovely slice of rural English heritage was closed entirely on January 2nd 1954, and your writer was forced to "suffer" the delights of Maidstone East to obtain his weekly "dose" of Railways as the remaining K&ESR section, south of Tenterden was a little too far away for economic weekly visits. The Saturday ritual at Maidstone East did, however, provide a very wide variety of motive power to view; the hourly steam service from Ashford, which connected with the electric services to London, was often in the hands of locomotives on running-in turns from Ashford works and one never knew what locomotive would appear from Week Street tunnel with the arriving train. The regular engines at that time were LMS type Fairburn 2-6-4T's, these were instantly recognisable, before they even broke into daylight, by their Stanier hooters, but if it was a Southern whistle which was heard then it could be virtually anything from an ageing SECR "E" Class 4-4-0 to a "King Arthur" or even a Bullied Pacific, invariably running tender first. My play with each arrival was to offer "assistance" to the fireman by turning on the water at the column whilst he was up on the tender or tank feeding in the "bag". This allowed the driver to either check round the loco unhindered, or wander off to chat with the electric train driver awaiting departure with the connecting train to London. More often than not, this resulted in an invitation to join the crew on the footplate for the duration of the running round procedure, which took some time and often involved extra shunting in the goods yard. On one or two occasions it was extended to staying on for a trip to Ashford and back, and that, in my early teens, was the ultimate thrill!! However, as is well known, unauthorised footplate passengers could

mean instant dismissal for the crew, and at Ashford I well remember having to hide below the doors in case an Inspector was about!!

One Saturday in early 1955, during my usual stint at Maidstone, having got onto the footplate of a 2-6-4T, and chatting to the crew after running round, it transpired that the fireman, George Fraser, a very likeable young man, had a very "easy" turn the following week. He said he was working on the Kent & East Sussex line the whole week, and would I like to spend a day on the footplate with him. My immediate reply was that I was sure the line had been closed for over year. He confirmed this, and added that the engine diagram he was working on the line was a special weekdays only assignment to Geo. Cohen & Co., the contractors who were lifting the line from Tenterden back to Headcorn. This diagram entailed taking an "01" Class loco from Ashford each day to Headcorn, normally as a pilot to a stopping train, then spending the day, under instruction of the contractors, on the K&ESR before returning each evening, again as a pilot, to Ashford depot. Unusually, the "01" always came up from Ashford chimney first, therefore it spent its time on the K&ESR chimney towards Headcorn, the opposite way round to all their previous service on the line before closure. With the loco facing west, on its return to Ashford each evening, tender first, as pilot to perhaps a "Schools" Class or similar, one can imagine how uncomfortable it must have been for the crew, particularly on a wet evening, and even more so as Winter approached, for the low tenders of the "01" Class provided little, if any, shelter at all. The regular driver told me that on occasions he would put the loco in reverse, open the regulator slightly, then he and the fireman would settle down on the floor of the footplate, immediately in front of the tender bulkhead to escape the worst of the weather, whilst the Train loco did all the work!! An "01" at 60 mph, in reverse, in Winter must have been very inhospitable!!

The regular driver throughout the contract, which lasted from March until just after Christmas, was an ex-Main Line man on "light duties", Bert Pearce. He was an Ashford man, a resident of the Railway houses at Newton, and approaching retirement after a footplate career of some forty years. This particular diagram suited him down to the ground; six days a week, no shifts, and a very easy time in the countryside! The fireman usually did one or two weeks at a time and were drawn from the normal secondary roster at Ashford mpd, of which George Fraser was a member. His invitation to join him on the K&ESR that following week, after our meeting at Maidstone,



31370 at Biddenden with LMS type brake van, August 1955.

(Author)

was probably one of the most significant moments in my continued interest in railways, and in particular, the Kent & East Sussex.

Since closure to passengers in early '54, I had made several sorties by bicycle down to Tenterden and beyond to see the daily freight working from Robertsbridge, with its attendant "Terrier" loco. In fact on one occasion I was offered a footplate trip from Northiam back to Tenterden, which was exciting enough in itself, but also saved some six miles cycling on, as I remember, a very hot day! However, this new found opportunity, of spending the whole day on a loco on the K&ESR was really not to be missed. I had enquired of George Fraser where would I find him and his engine, and he stated that he could be anywhere south of Biddenden, or at Biddenden station itself, as this had become the "Operations Centre" of the demolition. So that next Monday morning, I believe it was half-term holidays, instead of heading to Maidstone East, I was off to Biddenden. I recall it was a lovely Spring day, and a very pleasant hour's ride brought me to Biddenden Station, which unlike my previous visits after closure, was now the scene of much activity. Although George and the loco were not to be seen anywhere, there were some eight or nine workmen scurrying about sorting lifted sleepers, chairs, keys and screws with the aid of a small four wheel Jones

crane. I gingerly approached one of them to ask the whereabouts of the "train" and they directed me to the booking office, which was now in use as a site office. There I encountered a large friendly man, with peaked cap bearing the "600" badge, which I later learned was the trade mark of Cohens, his name was "Ambrose". It transpired that he was in charge of the whole operation, and normally drove the large six-wheeled, lorry-mounted Jones KL66 crane, which was actually lifting the track as it reversed up from Tenterden. Today, however, lifting had stopped due to a problem with the crane, hence his appearance at the office. He was somewhat surprised to see this young lad enquiring after the "train", and after a brief chat about what was happening, and my obvious avid interest in railways, he was quite happy for me to leave my cycle in his care under the awning at Biddenden and make my way on foot down the line towards Tenterden. He naturally warned me to keep a keen eye open ahead as at some time the train would be returning to Biddenden, and this I did as I walked along the line on this lovely Spring day. I noticed that the track had become quite overgrown during the period since closure, additionally it was evident that little care had been taken in the years before that date as there was obviously more than one season's growth on the saplings in the four-foot let alone the bushes and trees which were foul of the loading gauge

at each side. As I picked my way along towards Dashmonden Crossing where the track described an "S" bend and almost disappeared in the distance, I noticed through the overhanging grass the shiny rail heads denoting that the track was in constant use, the grass and weeds having been flattened onto the rail heads by the rolling stock and the tallish weeds between the rails were coated in a black oily substance obviously left by the passage of the trains. Once past Dashmonden the line straightened out for half mile or so and in the distance I could see a plume of steam, my heart raced now as I speeded up my pace along the sleepers. Unfortunately the steam seemed to be disappearing as fast as I made progress towards it, the reason for this was to become evident later on, but at the time it seemed that I never would reach the goal I had set out for. As I stepped along I began to notice that the fishplates had been recently oiled, and then a little further on that the bolts had actually been removed and laid neatly to the side of the track!! The steam re-appeared and the locomotive seemed to be stationary, so I continued and very soon recognised the front end to be that of an "01" Class, which a little further on, I was able to decipher the number plate to read 31065. I approached very cautiously in case it moved again, but it didn't, and as I walked along the side of the engine, scrambling through the undergrowth, I noticed that there was no one on the footplate at all, so I carried on past the ancient looking tender that this class was blessed with, to find attached to that an LMS style Brake Van, beyond which was a very business like bogie-bolster wagon. Hearing voices coming from the Brake Van I called out and climbed aboard. There sitting around the interior of the van drinking tea were, not only the loco crew including George Fraser, but about half a dozen other workmen, all of whom were surprised to see this young schoolboy as if to appear from nowhere! George was momentarily surprised to see me I think, then remembering our encounter at Maidstone only a few days previously, introduced me to his Driver, Bert Pearce, the guard, Cyril Packham, the ganger, "Nip" Daniels and various members of Geo. Cohen's gang. He then went on to explain to his colleagues that this young lad had been "train-spotting" at Maidstone East last Saturday, and having learned of his duty this week on the K&ESR, had come to spend the day on the engine!! The assembled party seemed to welcome me aboard and, jokingly, suggested that I could be in charge of making tea as "payment" for the favour of being allowed on the engine. Once the gang had finished their tea break, George and the Driver ushered me along to the footplate whilst the remainder of the gang returned to the track at

the rear of the "train". The route to the footplate was somewhat unusual, if not dangerous as well, for we did not disembark from the brake van in the normal way, we went around the end bulkhead of the van, onto the buffers, across to the tender, then along the exterior tender footplate all the time holding the handrail which ran the length of these elderly Stirling tenders, and on to the footplate through the normal doors. This precarious route from footplate to van became the "norm" thus avoiding de-training and scrambling through undergrowth, and was made possible by the fortuitous survival of these tenders, possibly the last outside framed tenders in use at that time.

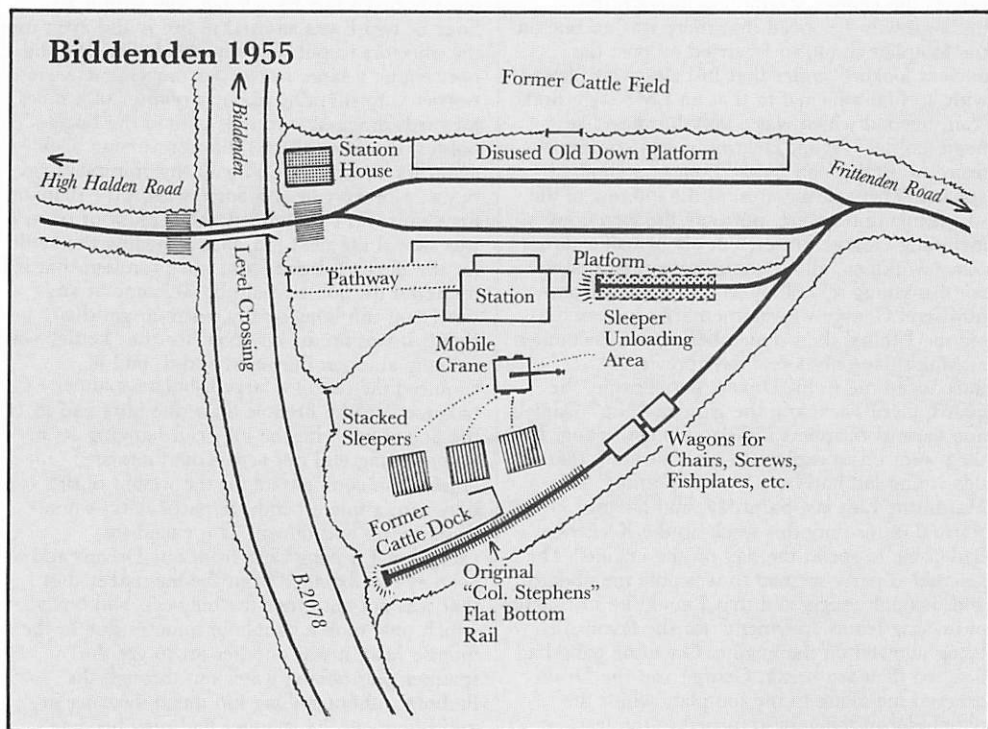
I had now reached the ultimate, the rest of the day on the footplate of a very ageing tender locomotive in brilliant sunshine on my favourite branch line!! Sadly the very purpose of the presence of the loco and train was the destruction of this very favourite of lines. I had also missed quite a portion of the lifting as well because at this point the train was just on the Headcorn side of High Halden Road station. However at that moment it mattered not, I was quite happy, and my hosts were only too pleased to have someone on the footplate to chat to, and also, I don't doubt, to tease a little. I was shown the various controls of the loco, of which I already had a fair knowledge, and within an hour or two I was allowed to fire it and even use the injectors to put water in the boiler. We did not require a large fire as our movements were restricted to shunting about a quarter of a mile forwards dragging two rails behind the bogie-bolster, dropping them off and reversing back again for two more, and with this minimal load of just a brake van and bogie wagon the demand for steam was very limited. After an hour or so I was shown the next job, that of boiling the kettle for the next tea break, and was promised that if I mastered this job I would be welcome at any time, you can imagine my desire to get this right!! It was an art however, for the "kettle" was actually an open billy-can, and to boil it required the use of a large fishplate spanner balanced on the firehole door, the jaws end in the actual fire with the billy-can hanging on it, and the long end out across the footplate adjusted to compensate for the weight of the billy-can, a fine art indeed, particularly when shunting up and down!! This called for exceptional driving skills from our Driver, and a keen eye for balance from the tea-maker, but that was not all. Once the billy-can had boiled, which only took a couple of minutes due to the intense heat, it was another art to get the spanner plus boiling water out through the firehole without spilling too much, bearing in mind how hot the spanner had now become!!

Having got that far and deposited the boiling billy-can on the footplate floor, it was now a matter of grabbing it and getting to the brake as quickly as possible to make the tea, after stowing the spanner somewhere where it was safe of course. This next move, probably the most dangerous, was getting along the tender footplate, boiling billy-can in one hand, holding on with the other and negotiating the outside springs, then getting round over the buffers into the van itself where the teapot would have been previously prepared and awaiting the water!! Sometimes this whole operation would take place whilst we were shunting up and down, *what would today's Health and Safety Executive make of these antics?* This first time for me was carried out whilst stationary and obviously "passed" as I was asked again later in the day to make the tea so I assumed the invitation to join the train at will was confirmed; not only was it confirmed, but it was generally assumed that I would be there tomorrow and the next day . . . I was naturally elated.

After one or two more shunts to the rail dump it was time to ensure all the gang were on board as we were to return the complete train to Biddenden, and having checked all with Cyril, the Guard, we were off. We made our way very

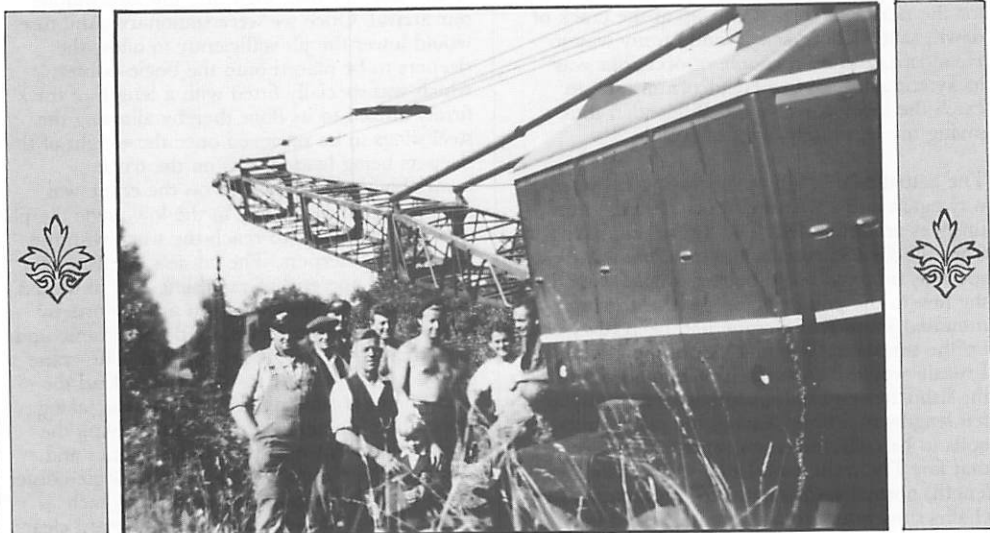


Fireman George Fraser at Biddenden, August 1955.
(Author)



gently along the weedy track, the sound of the exhaust echoing through the open firehole door, and on approaching Dashmonden Crossing the driver sounded a long blast on the whistle to warn any unsuspecting motorists of our approach, although forty years ago there was far less traffic than today. We wound our way round the "S" bends at the back of Biddenden village then slowed right down to less than walking pace as we approached the level crossing at Biddenden station where one of the gang left the brake van with a red flag, and ran to the road itself to display the flag to oncoming traffic before the train actually crossed the road, again with much whistling. This operation, which only took place at the Biddenden Crossing, was a requirement of the Ministry of Transport, formerly The Board of Trade, and had been in force ever since the accident at Biddenden when Loco No. 4 "Hecate" was involved in a collision with a car in 1914, (see *Tenterden Terrier* No. 42), and was still a written requirement, even for the demolition trains. We rolled over the Crossing and into the platform at Biddenden Station and came to a halt with the buffers making the familiar clanging noises as the van and bolster wagon settled down to rest, so ended my first real journey on the demolition train. It was now late afternoon, and after some discussion amongst the various members of the gang and train crew, and more tea!! it was decided that the loco should set off for "home" as there was no further prospect of work for it that day. To my glee, I was invited to ride on the footplate to Headcorn, so after stowing my bike in the brake

van and detaching the bogie-bolster, we made off towards Headcorn. With just the three of us on the footplate and Cyril and "Nip" in the brake van we gently chuffed towards Frittenden Road on the slightly falling gradient, and as we carefully approached the crossing there Driver Bert spoke of the possible danger of sliding, once the brakes were applied, due to the sap on the rails caused by the squashed foliage. Much whistling heralded our approach to the ungated crossing, which is actually on a rather blind bend on this normally quiet road, then on through the station itself which was looking very dilapidated. The route after the station now became extremely overgrown and the willows on each side of the track brushed hard against the side of the cab. Bert warned me to be careful as they whipped back into the open cab as we passed; two more crossings at Boormans Road and Bletchenden brought us to the short straight section alongside the main Maidstone-Tenterden road before crossing the river Beult and running behind South Eastern Farmers dairy (now Unigate), and coming to a halt at the next little bridge. I was puzzled at first by the stop here, but soon it became evident as to the purpose of this halt in proceedings. We were at the site of the erstwhile water tank and wind pump which was always a landmark of the presence of the railway here, but only the framework of the pump survived at this time, and the tank had gone completely, however, I realised now the reason for the stop. Down on the bank of this small tributary of the Beult was an ex-AFS Coventry Climax Trailer Pump, with its intake



Jones KL66 crane "bogged down" between High Halden and Biddenden. L-R Ambrose, Nip Daniels, Bert Pearce, Cyril Packham, and four members of Cohen's gang, July 1955. (Author's Collection)

hose in the stream itself and the outflow pipe now being handed up to George who was up on the tender with flap open to receive it. Once the pipe was in the tender "Nip" started the pump, by swinging the handle of course, no sophisticated self-starters in those days, and water began to fill the tender. This operation took several minutes and I reflected upon this as a very necessary part of the contract, for as the line was now detached from Tenterden, and there are no Main Line watering facilities at Headcorn, it was imperative that a form of water supply was provided throughout the period of the demolition for the loco, which spent all day on the line. On occasions, when the lifting was under way in earnest, and much shunting was taking place, we would make two or even three trips to Headcorn for water during the day. Eventually, once the tender was full, we made our way the short distance into Headcorn KES platform to detach the brake van and prepare to go out onto the main line. I, of course, had to leave the train at this point and take my bike, carefully, across the main line, the foot crossing was still in place then, and towards Station Approach to prepare for my ride home. Meanwhile the loco had reversed to gain the exit road from the KES yard to the headshunt which connected to the Up Loop, and after several reverse shunts across the Up and Down Main lines it awaited the down stopper which it was to pilot Ashford. On the ride home that sunny evening my mind was full of thoughts of future forays down on the K&ESR Headcorn Extension, and on arrival home I couldn't wait to tell my parents of my exploits. Each morning, for the next four days, I was up at the crack of dawn, sandwiches packed, and on my way to Headcorn, and on a couple of occasions was lucky enough to get to Headcorn in time to catch the loco on its way to Biddenden thus saving my legs a few miles of cycling.

The actual task of lifting the track was under way again and I will attempt to describe how this was accomplished. The "train" consisting of, from the Headcorn end, the loco, brake van and specially adapted bogie-bolster, would back down the line to the point of lifting where the lorry mounted Jones KL66 crane had been reversed up the trackbed. One member of the gang, Peter I recall, would busy himself oiling and removing the fishplates and bolts, sometimes as many as ten lengths at a time, leaving the plates, nuts and bolts to be collected when work had progressed that far. The train would stop short of the last length, normally 45' lengths in this area, and two chains suspended from the crane would be attached to one rail of the length and then the signal was given to Ambrose to raise the hook so pulling up the complete track panel to about a

forty-five degree angle. Three rope slings were then laid below the sleepers roughly about a third of the length to each sling, then the crane lowered the length back down again. Next, all the keys were knocked out by the three or four members of the "ground" team enabling the rail, still attached to the crane, to be lifted free of the chairs, this rail was then guided into one of a pair of specially affixed "stirrups" suspended from each buffer of the country end of the bogie-bolster. Once the end of the rail was through the stirrup a fishbolt was dropped through the end fishbolt hole and the crane slackened off to leave the rail now mainly on the ends of the sleepers but "attached" to the train. This was repeated with the other rail, and once they were both "attached" to the stirrups, the right-away was given and the train was hauled away towards the next "rail-dump" dragging the two rails at the rear. The whistle was always sounded as we left to warn Peter to stand well clear as we passed as sometimes, particularly on curves, the dragging lengths of rail went off the sleeper ends and slid well outside the normal track width. The dumps were situated at roughly quarter mile intervals and on arrival we stopped, the fishbolts were removed, the train pulled forward a few feet thus letting the rails drop onto the ground. Two of the "ground" gang who had ridden with us would then use crowbars to bar the rails away from the track onto prepared timbers to form a neat stack each side of the line. The whole train would then return to the lifting site where, already, the crane would have lifted one slingful, about a third of the sleepers complete with their chairs still attached, high into the air awaiting our arrival. Once we were stationary, Ambrose would lower the jib sufficiently to allow the sleepers to be placed onto the bogie-bolster which was specially fitted with a length of track firmly affixed to its floor thereby allowing the steel slings to be retrieved once the weight of the sleepers being loaded, was on the truck, invariably the warning bell on the crane was ringing continuously due to the low angle the jib was required to go to reach the truck with the first third of sleepers. The crane's line was left attached to one end of each sling, the jib raised, thereby leaving the sleepers in a fairly orderly heap on the bolsters' rails amid much noise and dust created by the slings' removal. The crane then advanced a little to collect, and load the next, then last slingfuls. Whilst this was taking place one of the gang would be retrieving the keys, which were nearly all wooden ones and throwing them onto the floor of the bogie-bolster along with the fishplates and bolts for each length. The train was then pulled forward clear of the next length and the whole process was repeated.

(to be continued)

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Welcome Back to the Loco from Hell

Norwegian Mogul 376 has taken eighteen years to restore to service.
In a two-part article Neil Rose reports.

Part 1 : 1919-1989 Origins to Overhaul

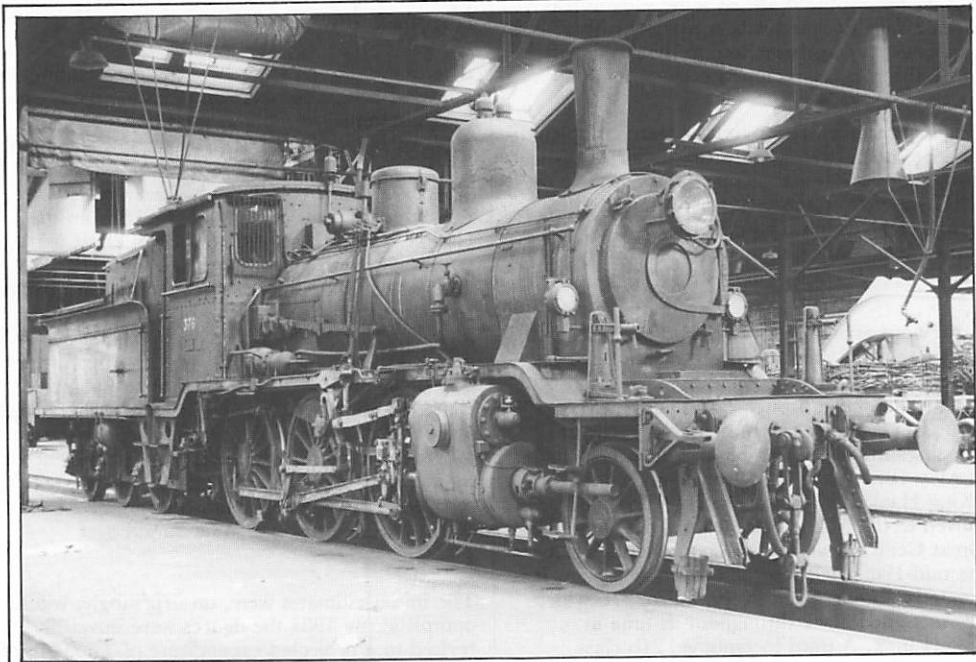
Norwegian State Railways 21c class 2-6-0 No. 376 is now in service again on the K&ESR after almost two decades. Numbered 19 in the K&ESR fleet and distinctive as the line's only tender locomotive, it last ran in 1977. Totalling only 60 tons weight (engine 38 tons, tender 22 tons), 376 is very light locomotive but in service it proved to be a very free steamer, able to haul four coach trains up Tenterden Bank with apparent ease, although it was inclined to loose grip in wet conditions. For the first few years after the Railway's reopening it was in regular use, amassing a modest distance of 1920 miles; given the round trip was five miles long and the Railway ran at weekends only, this represented some 100 days in steam.

It is the Railway's only superheated locomotive, which indirectly gave rise to the first failure in service after reopening. On 5 July 1976 a tube burst whilst 376 was standing at Tenterden,

fortunately without injury or serious damage. One of the six small tubes between the large superheater flues had split. These had been left in place to avoid removing the superheater elements when the locomotive had last been retubed; this proved a false economy since the locomotive was out of service for the rest of the summer season.

Early copies of *The Tenterden Terrier* reveal that Adrian Landi was closely associated with 376 over 20 years ago. He helped to fit vacuum brakes as well as replacing the small tubes early in 1974 ready for entry into service. It was reported that he had taken just 1½ days to remove the tubes - excluding the six that gave problems later - no mean feat as they were all welded in at the firebox end.

Built by the Swedish firm of Nydquist och Holm AB at Trollhattan (works number 1163), 376 was



376 on shed, Oslo, 19th September 1971.

(Svein Sondo)

the last but one of a series of 70 2-6-0 mogul locomotives built for several Norwegian railway lines, the first three having been built by Dubs & Co of Glasgow in 1891: the hand of David Jones of the Highland Railway can be detected in the design. The final eight, all built at Trollhattan, entered service in 1919 and became the 21c class.

376 is 47ft 4in long overall with a height of 12ft 11 1/2in. It has two outside cylinders, each 17in x 24in. At a boiler pressure of 170lbs, superheated, and with 4ft 8 1/2in driving wheels, its tractive effort is some 18,000lbs. Latterly on Norges Statsbaner (NSB) it had a large electric headlamp and some 27 lights scattered about in order to aid maintenance, the steam generator being mounted above the firebox.

The locomotive was built for the Merakerbanen in central Norway, entering service on 30 July 1919, not for the Kongsvinger line in south east Norway as has been recorded elsewhere. The Meraker line ran inland from Trondheim on the coast towards Ostersund in Sweden. Near to its junction with the Nordland line to Bodo is a place called Hell, hence this article's title. 376 ended its days based at Grong, some 60 miles north of Trondheim, on snow plough duties before withdrawal on 22 June 1971 at Dombaas, being one of the last four steam locomotives in regular use on the NSB. At some stage it was given a fully enclosed cab, seemingly rather luxurious, but working close to the Arctic Circle made this a necessity for its crews.

Negotiations for 376's purchase were completed in September 1971 when it ran under its own power to Oslo. It was shipped to Felixstowe on 22 October from where it was transported by road to Rolvenden. David Barham, its new owner, lived only a couple of miles away at Hole Park.

A previous arrival in the UK had been sister locomotive 377 which had been withdrawn in August 1969 and upon purchase by Gerald Pagano had been brought to England a year later. It was stored for a time temporarily at Bressingham before moving to Quainton Road in May 1971. Later that year it was named "King Haakon 7". By the mid-1970s it had moved to the Main Line Steam Trust, now the Great Central Railway, at Loughborough but by the mid-1980s had returned to Bressingham. It is painted in apple green livery, unlike 376 which has remained black throughout its time in preservation. A third locomotive, 21b class No.252 of 1912, withdrawn on the same day as 376, is displayed at the Norsk Teknisk Museum.

376 changed hands in the early 1980s, landing up in the ownership of the Tenterden Railway Company but the major repairs needed could not begin. With the Railway's finances heavily committed to visitor amenities at Tenterden and extending the line, little could be provided for the locomotive although it was considered ideal for the lightly engineered line.

The answer came with the Norwegian Locomotive Trust, an educational charity launched in 1984 with the objects of purchasing 376, keeping it on the K&ESR, raising money for its restoration and to fund future repairs. The first trustees were John Miller, Philip Shaw and Tim Stanger followed over the next 10 years by Charlie Masterton, David Stratton, Tony Pearson, Bob Blackley, Neil Rose and, most recently, Tony Waddington.

The Trust's preliminary costings suggested a restoration cost of £18,000, of which boiler repairs totalled £9,000 and new tyres £5,000. It was thought restoration would take two years and the aim was to raise an initial £20,000 to fund the locomotive's purchase and overhaul. £100 was the minimum subscription although this could be paid in monthly instalments. The idea reached a receptive audience, mainly Railway members, and within the first year nearly £10,000 had been raised. 376 was purchased from the Company at the very modest cost of £2,530.

After its promising start the Trust has steadily attracted new subscribers and existing members have continued to dig into their pockets in support. By end-January this year 95 individuals, companies and area groups had subscribed £24,200. A further £9,300 has been raised through donations, including £6,000 from the Cuthbert Horn Trust. A promotion effort to encourage Norwegian companies with UK interests to support the Trust met with negligible response although a handful of UK companies, including Shell (UK) Ltd, have assisted, notably where Trust members have twisted arms. In the late 1980s members ran fund raising Pullman charters and in September 1989 the well-known artist and preservationist, David Shepherd came to Tenterden and addressed a packed audience on the Trust's behalf. When bank interest, tax recovered on covenants and sundries have been added in, the Trust has so far raised over £42,000.

The initial estimates were, unsurprisingly, wildly optimistic. By 1987 the figures were upwardly revised to a projected expenditure of £35,000, of which £17,000 was earmarked for boiler and firebox repairs, £9,000 for the frame and



Passing through Tenterden, autumn 1971.

(Kent Messenger)

motion, £5000 for body repairs, including the tender, with the balance allocated towards lighting, painting and miscellaneous items.

Overall this estimate has proved not too wide of the mark.



Test run at Tenterden, 20th October 1973.

(Arthur Loosley)

Other priorities meant 376 did not enter Rolvenden shed until autumn 1986, Bob Forsythe being appointed Project Leader to oversee and coordinate the restoration work. Over the first winter the wheels were removed and the frames jacked up. The motion was completely taken down, cleaned and stored, with certain remetalling work carried out. The pony truck was overhauled, including remetalling of bearings and the front draw-hook examined. The cylinders were found to be in good condition but new piston and valve rings were fitted throughout. The frames were steam cleaned by Trust members Ernie Stockdale and Chris Mitchell; Chris Kislingbury followed up cleaning rust and dirt off them by needle gun. The frames had suffered as a result of their light construction and the heavy strains imposed by snow ploughing work. Considerable squaring up was needed and a defective frame stretcher welded back into place. The springs were sent away for reconditioning, the brake rigging fully overhauled as were axleboxes and wheelsets.

376's boiler (No.212 by Hower Jernst., dated 1919) was first examined by Bill Vincent of the Cornhill Insurance Group, then the Railway's boiler inspector. From his report and initial work carried out by boilermith Norman Payne it was clear that although the boiler's general condition was good, repairs beyond Rolvenden's resources were needed which would have to be contracted out. Here the Trust was singularly fortunate to obtain the services of Bob Blackley, himself a retired boiler inspector. In the early part of 1987 he produced a model specification for the repairs. Work included renewal of certain stays; removal of pitting and welding up of the smokebox and firebox tube plates; fitting of 14 superheater flue tubes and 96 smoke tubes; a new firehole; and wastage to be made good at various locations in the firebox and boiler plates. In addition most boiler accessories - wash out plugs, inlet valves, safety and blowdown valves - required remounting; finally work was required on the steam pipe and regulator gland opening.

The contract was awarded to W H G Hedges & Sons who had their workshops in Chatham Dockyard. The work was scheduled to take 3-4 months at a cost of £10,500, plus tubes and stays, and the boiler was taken to Chatham in December 1987. It did not return until November 1989, almost 24 months later, with the cost having escalated to £18,000.

The largest extra item was the discovery that all the stays had to be replaced. It was decided to fabricate a new regulator rod out of stainless steel complete with crank arm and regulator handle boss; the regulator itself was overhauled

at Rolvenden. Then the loss of the link between the regulator rod and the valve itself meant a new one being made, without the aid of any drawings. Also a new main steam pipe clamp had to be fabricated.

Further minor yet aggravating problems occurred with such items as the superheater header studs, wash out plugs, regulator support bracket and the back-plate stuffing box studs and the need to make a new auxiliary steam pipe. Welding did not always meet with the boiler inspector's approval first time and various gouges needed filling. Until work on the regulator and auxiliary steam pipe was completed, re-tubing could not start. The contractor was not the world's fastest anyway and the delays were all very frustrating. Bob Blackley, Lawrence Donaldson and Bob Forsythe made many visits to Chatham Dockyard to ensure the work was properly progressed on the Trust's behalf; the boiler inspector put in 19 visits. Around 1990, Adrian Landi took over as project leader.

Meanwhile back at Rolvenden, the tender received attention. Work had started back in 1985 when Len Newton began fabricating a new tank, the old tender body having been removed from its chassis. By late 1987 Lawrence Donaldson and his team turned their attention to the chassis. Both drag boxes needed rebuilding and wasted metal work on the frames needed new steel welded in. Again the brake rigging and axle boxes were thoroughly overhauled. Several volunteers kept themselves busy descaling and painting. Brian Remnant took over work on the tank, welding on the old valencing. Later modifications to the water space, involving much cutting out and welding by Adrian Landi, were needed so that the tank and bunker sat correctly on the frames. The reconstruction of the tender was to take up much of Adrian's time until completion in 1994.

It was decided to dispense with the rear section of the cab mounted on the tender. This was not an original feature and the restored locomotive has a rather elegant new cab, open at the rear.

Tyres on the driving wheels have been a continuing source of debate. Some experts considered them to be worn out and needing replacement, there being insufficient depth to turn up a new profile. The counter argument has been that these are typical Continental wheels with little depth to them. The tyres whilst thin, are perfectly usable. The decision was taken not to touch the tyres and only time in service will prove who is right.

(To be continued)

Letters to the Editor

Locomotives

Sir - Some two years ago, it is difficult to be precise, because the K&ESR does not appear to publish minutes of volunteer meetings, a large gathering took place in the Tenterden Club under the Chairmanship of Mr David Stratton.

At the meeting the members made it abundantly clear that they disapproved of the action of certain directors in publicising their intention to establish a major diesel locomotive centre on the K&ESR. The meeting also voted almost unanimously against the introduction of main line diesel locomotives to the K&ESR.

Despite this background of disapproval the Board have recently published a document in which they propose to allow the presence of up to four main line diesel locomotives on the line and have turned a blind eye to the arrival of one such locomotive in poor condition. Surely the K&ESR has now progressed beyond the point where it can be used as a dumping ground for members' hobby horses.

Even without the sometimes overdone Colonel Stephens connection the future of the K&ESR must lie in its ability to project a first half of the 20th century branch line image. We have the rolling stock and locomotives to fulfil this aim. I submit that main line diesel locomotives have no part in this scenario and from past experience we know they are a positive turn off for would be passengers.

On top of this such locomotives will occupy space and resources of which we are desperately short. The remedy for those members who wish to restore and drive main line diesel locomotives is to seek out a railway where such machines are welcome. Please do not try to introduce them to the K&ESR against the wishes of the vast majority of the members.

Tenterden, Kent

D. Strivens

Chris Lewis, Operating Director, replies:

The diesel policy was put together by a sub-committee who represented both pro and anti diesel factions in order to achieve a balanced view. First and foremost everybody I have spoken to to date, including those who are anti-diesels, will admit that we do need and indeed use diesels on a regular basis. The policy seeks to ensure the railway is provided with a balanced set of engines to perform the tasks required as outlined in the document. One of the key areas was the provision of emergency and standby

locomotive power and the working of heavier engine trains.

Having recognised this requirement the only suitable locomotives are ex-BR main line locos. I and the Board recognise that a limit must be placed on both the size and number of diesels. Hence only certain classes were specified and it follows that a prohibition on Deltics, Class 50's etc exists. Those chosen are shorter than the main line coaching stock we have in service - and would look ridiculous with the Victorian train, but then again so too would an Austerity J94, a USA tank or a GWR pannier tank.

I would suggest that the policy is taken in the spirit intended as it does not seek to impose diesels on regular passengers workings.

Sir - Although not a member, I am a regular visitor to the Kent & East Sussex, and I cannot but help noticing how poorly turned out are the locomotives at Tenterden compared with those on other preserved railways.

Is there no pride in the appearance of polished brass work and shining paint? Most railways appear to have volunteer cleaners who join the crew in preparing their engine for the enjoyment of the public - but not apparently on the K&ESR.

To a visitor's eye, there does seem to be an almost perverse pride in leaving the engines as mucky as possible. What a pity.

Edenbridge, Kent

P. Kitson

Our new image

Sir - Regarding the erection of Colonel Stephens type gates at the carriage works, I have no doubt that the gates Peter Davis has erected look more in style with what would have been employed once.

Could I point out that the "rather large ex-SR" gate was especially erected to keep out thieves' vehicles. No doubt five bar gates sufficed once - but in this age? Are there any records of locomotive parts being stolen in "those good old days"?

St Leonards on Sea

M.L. Jary

Finance

Sir - I always get a real boost when the Terrier drops through my letter box. It's good to read about vintage carriages, strategic land purchases, Robertsbridge, Wainwright, and the Norwegian

back at last. Great progress is being made on all fronts, except one - bank debt. I was stunned to see in the last "Lineside News" that we now owe nearly £400,000 at commercial interest rates, not to speak of the bonds issued. This is an appalling figure. Prior to opening to Northiam, we owed little more than the balance of the mortgage to purchase the line. After Northiam in 1990, bank debt rose to £180,000, because the extension went over budget. In the three years that followed however, we did not reduce the debt with the extra business generated, but rather increased it to more than double again. What happened?

Now we are paying interest at a level of £40,000 a year on a debt mountain of, dare I say it, Mid-Hantsian proportions. I recognise that with a more cautious 1994 debt will reduce by £50,000 this year, but we need to go much further than that. Interest rates are now back on the way up, and we need to rid ourselves of this heavy burden altogether before we contemplate the next expansionary step. How can we go on to Bodiam, if we haven't paid for Northiam yet?

Tervuren, Belgium

Jo Roesen

William Holman Austen

Sir - I was most interested to read the articles entitled "In the shadow of the Colonel" in the *Tenterden Terrier*. In 1931 it was my privilege to make the acquaintance of Holly Austen when we were both commuting daily from Tonbridge to London, he to the New Works Department of Southern Railway at Waterloo Station, and as close friends for fifty years it is perhaps appropriate if I pen a few lines in his memory.

Previous to this he had designed and supervised the erection of a three-bedroom bungalow named "Helvetia" at Dungeness, for his aunt Mrs Beretta, the plans for which were passed by Lydd Council in 1927. Whilst preliminary work was in progress operations were conducted from his father's "seaside residence" which comprised two railway carriages 50 yards to the west.

During the five years previous to his secondment to the Snowdon Mountain Railway and on his return from there, I assisted him at "Helvetia", as by that time the roof was in place and the bungalow habitable. Peter Beretta will recall the weekends, summer and winter, and in all weathers when Holly and I would proceed to the "Ness" on our motor-bikes, he on a belt-drive Royal Enfield, myself on a Matchless. Subsequently Holly acquired an 8 H.P., overhead camshaft, Singer Junior open tourer, much more convenient for getting to and fro.

Our first job on reaching the "Ness" was to get the bedding aired, particularly in winter, so a copious supply of driftwood, always available, was utilised to get a roaring fire under way, This wood, being impregnated with salt, burned with an attractive blue flame.

The bungalow was sequestered by the Military in 1940 and we were barred from the area.

When the Southern Railway took upon themselves to enforce a major redundancy programme, Holly was for some time without a job. Being an active individual he conceived the idea of building a motor-boat, the nucleus of which was started in the yard at the rear of Salford Terrace. Subsequently an Austin Seven engine was fitted and the boat saw sterling service on the River Medway.

Occasionally Holly's father, usually on a Sunday, and in season, would take the pair of us in his Hotchkiss-engined bull-nosed Morris open tourer for a day's rabbiting at Tenterden, where railway ganger Jesse Masters would be waiting with ferrets and nets. From there we would propel ourselves on the ganger's trolley to a steep ash embankment at St Michael's, which was one huge rabbit warren, for some rewarding sport.

Eventually the Morris suffered a broken crankshaft whilst negotiating the level crossing on the Cranbrook Road, so it was pushed into Rolvenden Yard where it finished its days. It was then superseded by a Riley Kestrel.

There was at this time a ganger's hut, complete with coal stove, adjacent to the Rother Bridge, which was used on fishing expeditions. When fuel ran short a passing train would be hailed to sling out a supply on its return journey. The request would obligingly be met with perhaps a half hundredweight lump. Some unseemly language ensued when one of the lads quietly placed a sod atop the chimney of the stove a dead of night and smoked out the occupants!

At certain times and tides there would be a run of mullet up the Rother, easily perceptible by the minor tidal bore created, where Railway Ganger Jesse Masters would be called in to help beat and net that section of the river adjacent to the bridge.

On a warm summer's day hordes of snakes would be observed sunning themselves on the railway bank and would slither away into the undergrowth if disturbed. In fact the adjacent overgrown copse was known as "Snake Wood".

Apart from the Rother, the Hexden Channel



Holly Austen with his model locomotive "Lion" at the Tonbridge Model Engineers Society track, 27th September 1978.

(Jim Hendy)

was another venue for coarse fishing, whilst mushrooming on the Rother Flats was an interesting interlude.

Holly was a man of many talents. One of these was landscape painting, and some of the subjects have been passed down to me. He was an expert at wine-making and brewing, and his knack of improvisation was a byword.

He was a founder member of Tonbridge Model Engineering Society and his laying-out of the track and subsequent extensions on Tonbridge Sports Ground will be already known.

He was in the cast of a number of Gilbert and Sullivan operas put on by the Southern Railway Operatic Society, which is where he met his dear wife, Phyllis.

In more recent years my wife and I enjoyed a number of holidays with Holly and Phyllis in Herefordshire and Caernarvonshire (now Gwynedd) and accompanied them on trips to the Ffestiniog, Bala Lake, Vale of Rheidol and Llanberis Lake railways, and to the old Abbey Station site of the Shropshire and Montgomeryshire Railway in Shrewsbury. We

also went before the last war to the Welsh Highland Railway by Pont Aberglaslyn.

Whilst in North Wales I joined Holly and a local celebrity, Davy Jones, fishing for char in Llyn Padarn and trout in Cwm Ffynnon near the summit of Llanberis Pass. Salmon were available at dead of night by the Power Station at Cwm Dylle on the Glaslyn River, but tell it not in Gath!

When the time arrived for a move from Douglas Road, my parents found accommodation for Holly in Judd Road where incidentally he was born a few doors from my own birthplace. A room was also arranged for Phyllis in the same road.

The Journal of the Tonbridge Model Engineering Society carried a tribute to Holly Austen following his death in 1981, which concluded:-

"To have been numbered amongst his many friends is an honour itself, this Man of Kent, Bill Austen, Gentleman."

I will add "Nulli Secundus".
Folkestone, Kent

Jim Hendy

the White Hart



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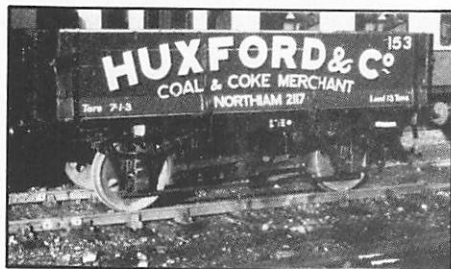
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