

The Tenterden Terrier



Number 68

Winter 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

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Chris Lewis – Managing
Bernard Sealy – Treasurer / Finance
Tim Stanger – Rolling Stock Policy
Peter Davis – Infrastructure Policy

Norman Brice – Funding Policy
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David Stratton – Non Executive
Richard Johnston – Non Executive

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Bodiam Castle

A National Trust Property



Built in 1385 for comfort and defence, this medieval castle has a magical effect on every visitor. Climb the spiral staircases, march across the battlements or just wander around the remnants of the Great Hall and Chapel. Museum, Shop, Restaurant and Burger Bar.

Near ROBERTSBRIDGE, EAST SUSSEX. 3m S of Hawkhurst, 2m E of A21. Tel: 01580 830436.

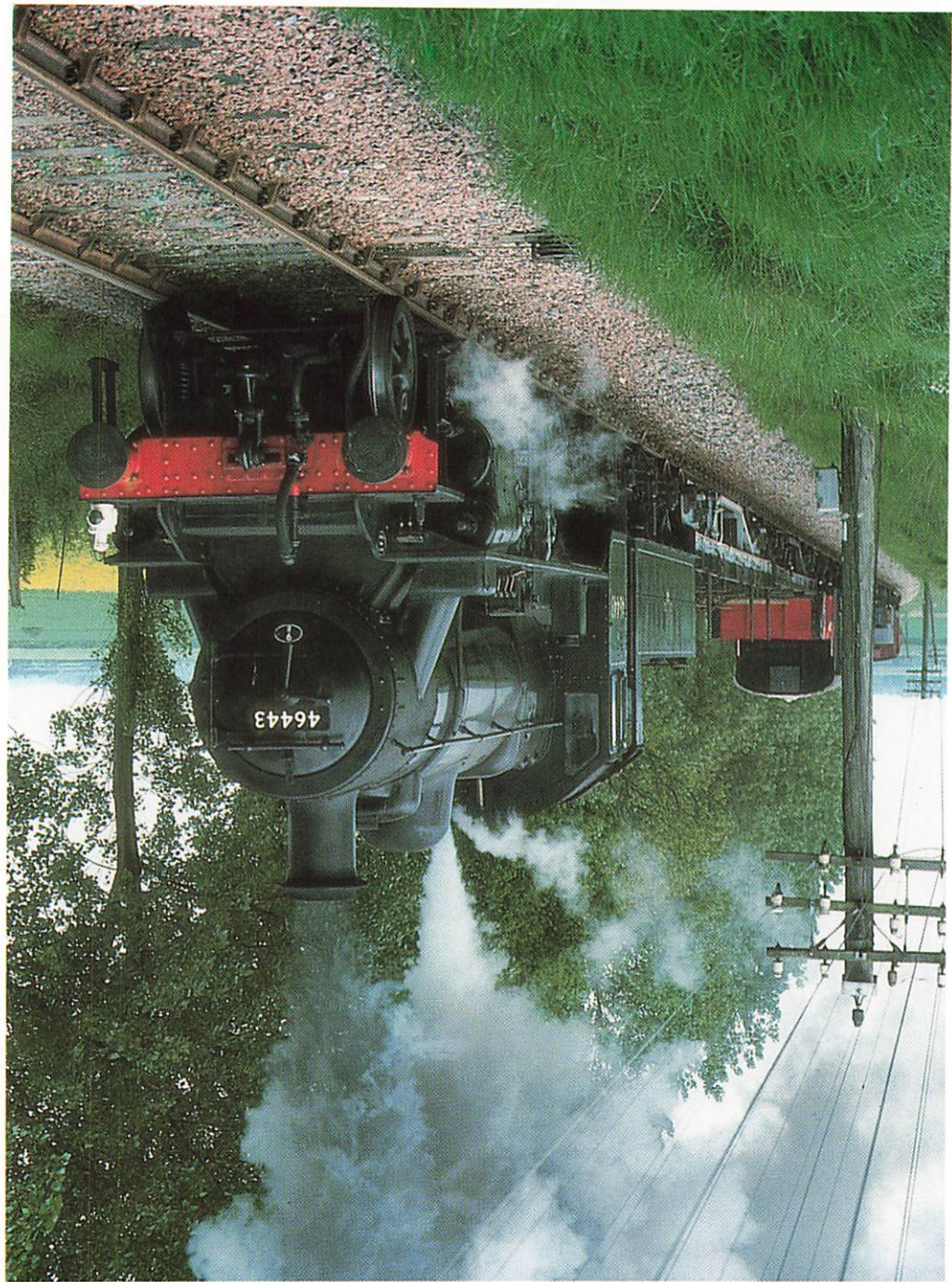
OPEN: 18th Feb – end Oct daily 10–6 or dusk if earlier, Nov – 2nd Jan Tues – Sun 10 – dusk (closed 24/25/26 Dec, open New Year's Day).

Great Dixter

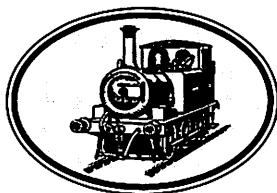


The 500 year old manor Hall is open together with the gardens, well known for a wide variety of plants. Some of the unusual plants have won awards at the Royal Horticultural Society Shows in London and are available to buy in the nursery. $1\frac{1}{2}$ miles from the K.&E.S.R. station at Northiam; follow the signposts in the village for a very pleasant visit. Telephone 01797 252878.

OPENING TIMES: House and Gardens open Tuesdays to Sundays inclusive and Bank Holiday Mondays from 1 April to 15 October. Open 2.00pm. Last admission 5.00pm. (Garden open from 11.00am on 27–29 May, Sundays in July and August and 29 August).



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Number 68

Winter 1995

Contents

- 3 Editorial
- 4 – 13 Lineside News
- 14 – 17 From Relic to Runner
- 19 – 20 A New Structure, Key Issues and Objectives
- 21 Book Reviews
- 22 – 23 Two Moguls on Tenterden Bank
- 25 – 27 A Tale of Three Terriers
- 28 – 31 The Shefflex Set
- 33 Letters to the Editor
- 34 – 37 The Last Days of the Headcorn Extension – Part 3
- 38 – 39 How Much Money is there in the Bank?
- 40 Jack Hoad – an Appreciation
- 43 100 Years of the Rye & Camber Tramway
- 45 Two Gifts for Christmas

FRONTISPIECE

Ivatt class 2 mogul No. 46443 recreates a loose coupled freight train as it approaches Wittersham Road on 28th May 1995.
(John Tillow)

FRONT COVER

P class 1556 rounds Willow Curve with the 4pm Tenterden–Northiam vintage train on 28th May 1995. The restored 'Ashford' coach is second in the set.
(Brian Stephenson)

Editorial

A Better Tomorrow

The Chairman is right to insist on a new management structure, where the majority of the Directors do not have line management responsibilities for departments. After all, if the managers do not have the ultimate responsibility for their decisions they can hardly be blamed if things go wrong. Arguably issues of policy and strategy are more important today than at any time in the company's history. The upshot is that we need to decide not only whether the level of our services is right but how we can cut costs in order to operate the railway profitably. When this is established we shall have a bright future and a railway of which we can be justly proud.

Lineside News

Compiled by Duncan Buchanan

From the Chairman - Robin Dyce

Firstly, I should like to pay a tribute to my predecessor, David Stratton, who has served the company loyally for 10 years. Perhaps his greatest achievement was getting the railway to Northiam against fearsome odds, including a crisis of management which hit the project midstream at its most critical phase. David is a dedicated and loyal member who has contributed his time and money unstintingly to the Kent and East Sussex Railway. I am particularly pleased that he has agreed to remain on the Board where we shall have the benefit of his experience.

Our Commercial Manager, in his excellent article in the last edition of the Terrier, described the Railway as

"a classic rural railway, something unique and quite charming that passengers will want to visit time and time again".

Without doubt the Colonel left us with a unique heritage. Steep gradients and flowing bends passing through an area of outstanding natural beauty of Wealden downland and flat marshlands.

We must capitalise on our individuality and independent heritage. That we do not have a heritage born of the major railway companies is where our strength and commitment for the future lies.

We are unique. Mixed trains, small locomotives in scale with the stations. A blend of mixed carriages bearing superb craftsmanship. An infrastructure in the Stephens tradition with courteous helpful staff.

The Public's expectations are rising and we must provide a high quality, value for money leisure experience or our visitors will go elsewhere.



A busy morning at Rolvenden on 29th August 1995. 376 is in the yard with the LNWR inspection saloon, 1556 with the mixed waiting to proceed to Tenterden and 23 departs to Northiam. (Brian Stephenson)

From the Secretary

It appears to be 'ALL CHANGE' at Tenterden Town Station. In my first article to members, I would like to pay tribute to Raymond Williams and thank him for his loyalty and diligence over the past 10 years. The railway has not totally lost a loyal servant as he has offered to be my reference library in what is a big jump for myself in now looking after both companies as Company Secretary – thank you Raymond. Raymond has also agreed to continue to represent the railway at the Association of Railway Preservation Societies (ARPS). As the ARPS Secretary he is well placed to keep us in touch with the railway preservation movement in general.

What other changes are there? These will be expanded in a separate article by our new Chairman, Robin Dyce, as the most obvious one is the new format of the board. Chris Lewis' appointment as Managing Director is aimed at focusing the management of the railway so there is more direct input and day to day control. The pursuit of excellence is an important competitive edge, for those who achieve it and adjust quickly to economic situations in what is a highly competitive market in recessionary times.

Many people have asked me, what next? We have a history to be proud of, and it is important we retain this, by adjusting to market and customer needs. If the customer does not come to us, we must go and find them. We must also learn to meet more quickly budgetary needs. All these are under development. As an active volunteer of the railway, I would ask our readers to ask themselves what they can do to help. Please, if you can offer any assistance then please write to our Volunteer Director, Graeme Richards. The development of the role of Colonel Stephens Railway Enterprises Ltd has to be examined also and its potential exploited to the full.

Commercial

The long hot summer took its toll with potential passengers preferring the beaches to the rather sultry interiors of our trains. As a consequence, and in common with many other tourist attractions, visitor

numbers are significantly lower than last season. The passenger count to the end of August was 45,137 compared to 1994's total of 51,463 – a drop of 12%.

At the end of August the re-entry into traffic of the magnificently restored SE&CR four wheeler No 2947 attracted a great deal of media interest but sadly this was too late to help claw back any of the ground lost earlier in the month.

Clearly expenditure budgets across the railway have been reduced where possible in the face of this rather disappointing decline and efforts are being made to derive the maximum income from other areas.

Sales of the latest "Railway Series" book, "Thomas and the Fat Controller's Engines" have been very high indeed as it includes a story entitled "Rabbits" in which an embankment at the foot of the steepest hill on Thomas' branch line is undermined by the lovable creatures. You will not be surprised to learn that the author Christopher Awdry was inspired to write the story following a visit to our "Friends of Thomas" weekend in 1993. Again local radio and newspapers covered the story extensively and were delighted to learn that we took action to rectify the situation at an earlier stage than the Fat Controller!

Christopher Awdry was on hand for the "Friends of Thomas" event on July 1st and 2nd, signing books and helping the shop produce record takings for such an event. The weekend was extremely successful proving the enduring appeal of the stories of the cheeky tank engine. Two such events will be held during 1996.

The railway continues to be a popular location for film companies and has almost become a second home to the production crew of "No Bananas" who have paid us no fewer than four visits the most recent of which was Monday 7th August when Northiam was transformed into "Headcorn" immediately after the Dunkirk evacuation complete with a WRVS feeding station for the troops. The series is due to be screened early in the new year. As the BBC required uninterrupted use of Northiam for the day, a modified service operated between Tenterden and Wittersham Road with



*The loco crews mustered for a photo-call on 4th June 1995 during the 21st anniversary celebrations.
(Mike Esau)*

passengers being given the opportunity to come back free of charge and ride the full length of the line. The fee charged reflected the extra work involved and included compensation for the inconvenience caused to visitors.

By the time this is published three of the Victorian coaches will have visited the Bluebell Railway for two weeks to take part in the filming of a feature film of "Wind in the Willows".

November's series of Railway Experience Days sold out early in August and within a few weeks agreement had been reached on the dates for a further programme this winter. These will run on 27th and 29th December and on most weekends in January and February as well as Saturdays in March. Bookings are coming in steadily especially now that people are starting to think about Christmas presents. The courses cost £135.00 per person and include driving, firing plus a spell as guard and signalman as well as morning coffee, lunch, afternoon tea and a tour of the loco sheds and C&W works.

The popularity of the Wealden Pullman is as great as ever and in September there

were just a handful of seats left for the special Christmas and New Year services.

Planning for next year's activities is also under way. The pattern of operating days will remain the same as this year and is now established in the market place. The timetable will be altered slightly with the main change being the improvement of the one engine in steam service from three to four round trips per day. This is mainly to give a reasonable service from Northiam and will be coupled to increased marketing to tourists in the South Coast resorts of Rye, Camber and Hastings.

The Summer Sunday service will run from May until September and will include a "mixed" train – reviving another traditional aspect of the line's history and increasing our individuality.

In addition to increased promotion to our "core" market, it is also planned to target European visitors, film companies, corporate entertainment and catering. Our marketing to groups and schools will also be enhanced – the latter assisted by the introduction of a two-train service on Wednesdays in June and July which will include the use of the Victorian train, as

"Victorian Times" is a topic in the national curriculum.

On-train catering services are also being examined to ensure that we make the most of their potential – Metro Cammel Pullman Parlour Car (No 349) is due to arrive in October. The vehicle is on loan from Waterman Railways for 1996/97 and has been repainted by Hastings Diesels at St Leonards.

Consideration is being given to including a limited number of midweek summer services in the 1996 Pullman programme along with some special themed services on Saturdays.

Staff

Val Partner left the railway at the end of June and her position as Booking and Administration Secretary was taken by Janet Benn who joined us from Tenterden Tourist Information Centre in August.

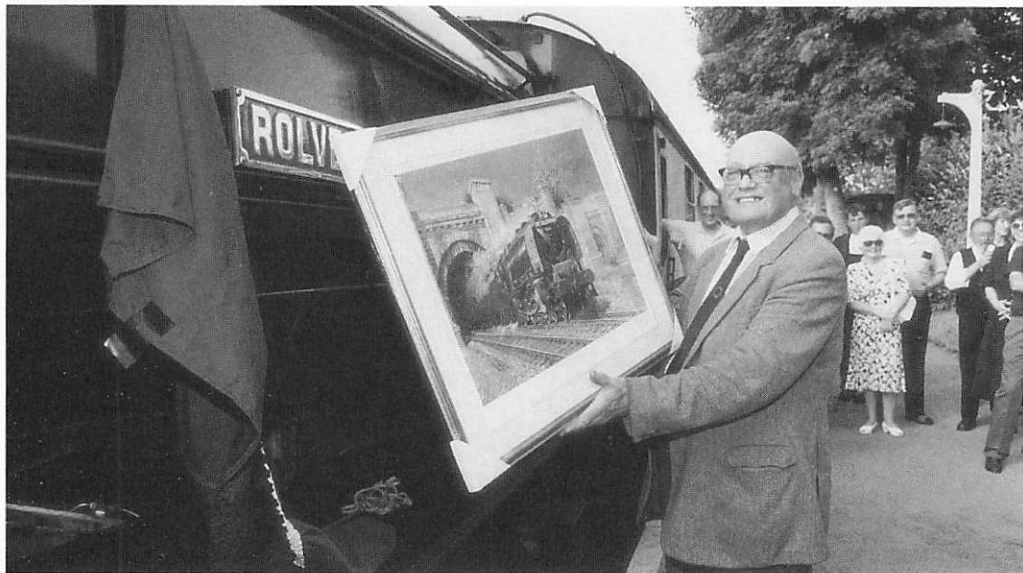
After six years as Catering Manager Margaret Howard left the company in July. Her cheery smile and jovial nature was appreciated by the public and volunteers alike – not least her colleagues in the catering department. She has moved on to

help her daughter run a courier business in Bournemouth. Dave Tibbatts is looking after the Station Refreshment Rooms et al on a temporary basis as Catering Supervisor while the catering policy (on and off trains) is reviewed by Graham Hukins and the Board. Once the review is complete decisions regarding the future staffing of the department will be made.

Colonel Stephens Shop

The recession is still having an effect on sales. The number of visitors has an impact on turnover of the shop but it is felt the lines currently stocked reflect the maintenance of sales to date in line with passenger numbers.

The launch of the Sale has cleared many slow moving lines, which in some cases may have had to be written off. This has created added revenue at no loss to the railway. The reduction in Book and Video levels is still an area of concern, proving that this is not the market which it was. It is important that stocks of Oakwood Press and Middleton Press, along with the KESR videos are maintained, but other specialist lines have to be seriously reduced as they are now gathering dust on the shelves. The

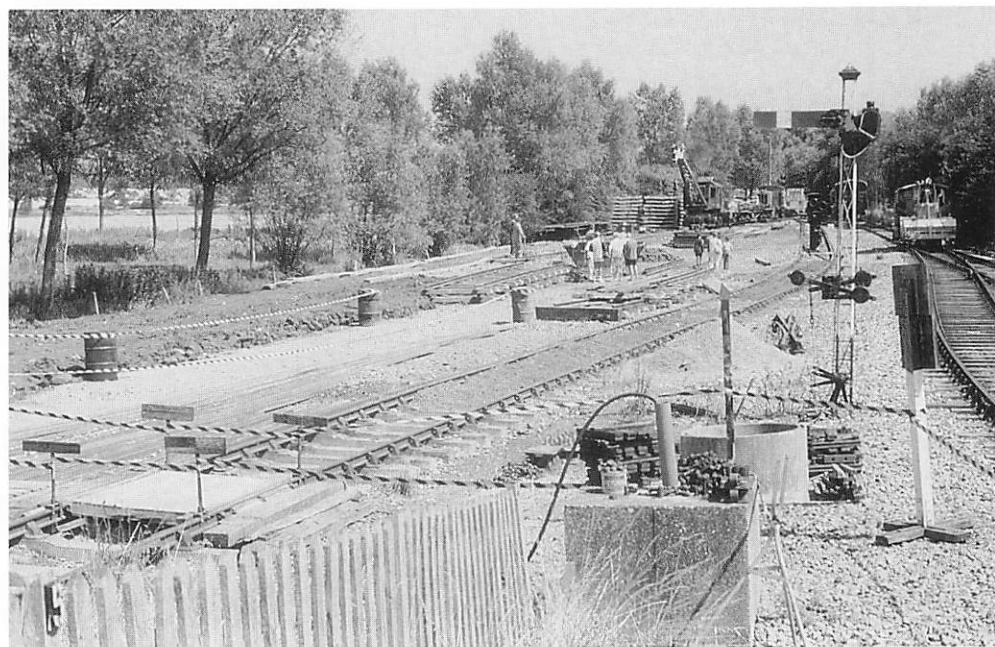


Bob Forsythe, after naming No. 24 'Rolvenden', poses with his framed print before boarding a special train run in his honour, 8th July 1995.

(Robert Berry)



Andy Brooker attending to the new Northiam telephone exchange on 5th August 1995 for the 'Behind the Scenes' weekend.
(John Liddell)



The Wittersham Permanent Way yard being readied early on 5th August 1995 for the 'Behind the Scenes' weekend.
(John Liddell)

Bargain Books continue to go well, and this is another area which needs considering for development. Specialist books can still be ordered to meet the requirements of the Railway Connoisseur and this is an area we would wish to maintain as a service for educational purposes.

Sales up to the end of August were £54,500 as against a target of £62,100. This compares with sales of £59,200 in 1994. However, it is important to compare this with the spend per visitor. For example in June and July 1994 this was £1.32. For 1995 this rose to £1.43. The average per visitor for the year to the end of August 1995 is £1.34 as against £1.29 in 1994. This is an approximate rise of 4% which compares well with the current rate of inflation.

This shows how the number of visitors has dropped but how sales have been increased per visitor. Some months ago we reported the first six figure sales. It would be nice to see this again but our market is so vulnerable to external pressures that other ways have to be found of attracting more people in a leisure industry that is becoming very competitive. As an added attraction Gift Vouchers will be introduced to coincide with the Christmas period and continued in an attempt to attract an alternative source of sales.

Locomotive

Personnel – Bob Forsythe has now retired as manager of the Locomotive Department. This position is now filled by Lawrence Donaldson who has been a volunteer for 15 years. We wish to extend our sincere thanks to Bob for all his skills and hard work in challenging circumstances over the years. We also look forward to seeing Bob regularly at Rolvenden offering advice and help in the future.

Mike Grimwood has unfortunately resigned as Diesel Manager due to increasing work commitments. We would like to take this opportunity to thank Mike for his efforts in the past. The post of Diesel Manager is being advertised at present and any persons interested should apply to Lawrence at Rolvenden.

Steam Locomotives

No. 3 (Bodiam): Fund raising continues with £15,000 currently pledged towards the cost of an overhaul. A new boiler will be needed and this project is being pursued in conjunction with the Isle of Wight Railway.

No. 8 (Knowle): Purchasing of major components and work on preparing the boiler for a steam test are currently in hand.

No. 10 (Sutton): In store at Tenterden Station.

No. 11 (P Class): In service with routine maintenance until a 10 yearly overhaul is due in October 1996.

No. 12 (Marcia): Some work carried out by the owner on various occasions.

No. 14 (Charwelton): Has provided sterling service this summer. Unfortunately due to consumption of spare springs this loco is out of service awaiting new trailing springs which necessitates a sub-contract with suppliers for new top plate forgings.

No. 19 (Norwegian): In service.

No. 21 (Wainwright): The repaired wheel sets were delivered recently and work progresses on rewheeling the locomotive.

No. 22 (Maunsell): The boiler has had its steam test and now the lagging can commence. New tanks will be offered up to set out and make connections this autumn.

No. 23 (Holman F Stephens): In service with minor repairs.

No. 24 (Rolvenden – name changed from William H Austen): In service until October and then due annual boiler inspection. Opportunity will be taken to carry out some motion work this winter to enable slack to be taken up where practicable.

No. 25 (Northiam): In store at Rolvenden awaiting 10 yearly overhaul.

No. 1638 (GWR Pannier): Performed satisfactorily in service. Now on a six week loan to the Chinnor and Princes Risborough Railway until November.

Diesel Locomotives

Class 14 (D9525): In service and available for traffic.

Class 03 (D2041): Yard pilot at Tenterden.

Class 08 (08108): Yard pilot at Rolvenden.

Titan 43: Out of use due to gearbox problems.

Ruston 41: Serviceable.

Cranes

10 ton Taylor Hubbard – In service following major overhaul. Some attention to repair of hoisting gear wheels will be necessary in due course.

10 ton Grafton – In store awaiting boiler overhaul.

36 ton Ransomes Rapier Breakdown – Serviceable but due boiler inspection in October.

Risk Assessments

The department has written 18 risk assessments and raised 24 corrective actions to deal with issues raised by the risk assessment reports. These have been assigned to management team members to implement improvements. For example we have now installed "railstops" outside the workshops to reduce the hazard to staff working on vehicles in the shed. Our thanks are also due to Gillian Hill and Mike Grimwood for undertaking the typing associated with this exercise.

Wanted

The department has need of the following items. If you can help then please contact either Simon Long or Lawrence Donaldson at Rolvenden:

- rags and old large thick coats/blankets etc. for loco frost precautions.
- lockable filing cabinets/cupboards.
- paint scrapers and wire brushes.
- steel cutting drill bits up to 1/2" diameter.

Carriage and Wagon

SE&CR No. 2947: As recorded elsewhere in this issue, the 'Ashford' four wheeler entered traffic on 9th August and provided a highlight to the department's Working Week.

L&NWR Inspection Saloon: No sooner was

No. 2947 in service than the 'Gin Palace' was ready for re-launch, resplendent in the new LMS livery. The vehicle was successfully test run during the afternoon of Sunday 27th August and subsequently re-entered revenue earning service. The test run was the first appearance of a five coach vintage train on the preserved K&ESR and was appropriately hauled by the Norwegian.

Birdcage K&SER No. 61: Many people have expressed a wish to see work begin on this Loco Trust owned vehicle. Well, restoration actually began during the Working Week. Despite the tropical temperatures, the customary rapid progress was made towards removing the old panels, de-nailing, removal of the build rail brackets together with sundry other jobs around the vehicle. No. 61 was lifted about 6 inches off the underframe and the split build rail removed on one side. Replacement timber has now been delivered. Now our annual 'holiday' is over, priorities have been moved elsewhere but the Birdcage will be progressed as demands and resources permit.

SR CK No. 5618 (K&ESR No. 56): Work continues slowly with cover strips being applied to the external sheets. Painting should begin soon. A gangway bellows has been obtained for one end as have special bolts to hold the body to the underframe.

Mark 1 TSO K&SER No. 85: This part-restored vehicle formed a secondary project for the Working Week and has now received top priority. At the time of writing rapid progress is being made with new steel being welded in to make good the ravages of the tin worm.

Wagons: A recently purchased and privately owned Weltrol is now in Tenterden yard. The owner has been applying fresh paint and generally smartening up this useful addition to the fleet.

Damaged boards have been removed from the floors of 'Rose Smith' and the GN bolster wagon. The frame of the bolster wagon was found to be damaged – probably due to incorrect loading – and repairs will have to await funds. Painting of 'Rose Smith' in engineer's black is underway.

Infrastructure: A bench mounted circular

saw has been purchased for a very reasonable price at a sale. Reconditioning is under way and this item should prove a very useful addition to our comprehensive range of tools and equipment.

Permanent Way

The major item of work has been the clearance and tidying up of Wittersham Road yard. Not only is the site clear of much of the previous piles of rail and "useful" items but some of the space gained has been used to extend the number 2 road siding and complete it with a buffer stop. Most of the rail has been loaded onto wagons which will no doubt be usefully employed travelling around the railway on demonstration freight trains before the rail is needed. The 13 panels recovered from Appledore and stacked at the side of the yard for some time have been craned onto lorries and delivered to Robertsbridge to extend their sidings. This will now allow more of the vehicles destined for there to be moved off valuable siding space, mostly at Northiam. The lorries used for this manoeuvre also brought in more concrete sleepers from BR. These were stripped from panels recovered in track replacements near Hamstreet. We have received around 1900 sleepers so far which is not far short of the original total promised. In fact we have often outstripped BR's ability to strip the panels!

At Willows Curve a start has been made on reducing the spacing between the sleepers all along this curve. This means that the track is better supported and forms a raft like structure to reduce the rate of sinkage. This is not regarded as a permanent solution but more as a cost effective way of coping with the problem for a few years. A complete solution is thought to be out of the question on purely cost grounds. Unfortunately reducing the sleeper spacing means that each sleeper crib must be dug out by hand, unlike straight forward replacement where the sleeper crib is mostly clear already. Hence the work is slow and tedious.

The Tenterden gang, under Martin Hockley, have got the section from Tenterden down to Rolvenden properly

under control and this shows with a much better ride for train crews. No. 1 siding at Tenterden has been re-sleepered where necessary and some remedial work carried out to the trap point at the bottom of the loop replacing some broken chairs and gouged sleepers following from a shunting accident.

Community Action

Since the last report all the personnel have completed their Community Action commitment and a new and equally effective team is in place.

Max Mileham, a former C&W volunteer, is continuing work in that department and Fiona Anning is assisting Graham Hukins with commercial matters. John Loakes and others have beautifully repainted Tenterden signalbox. The team moved to Wittersham Road in August where the first and no easy task was to repaint the level crossing gates. They were in poor decorative order and extensively corroded. Brian Melville-Cross, John Stansfield, Ian Dapson, John Loakes, Mark Wallace and others spent several days hand scaling and rubbing before applying five coats of paint. The result is pleasing and will last with minimal attention for several years. The signalbox is being repainted by John Loakes while Dave Stubbs continues to work towards completion of the restoration of the balcony and steps. Roger Ketley and Brian Melville-Cross are constructing new fencing around the level crossing. The fence now passes to the rear of the signalbox allowing the signaller better access to the crossing. The area around the booking office and the signalbox has been tidied up and the platform edge relined in white. The Rolvenden end platform ramp has seen attention to restore it to remove the previous misalignment of the edge.

The Platform lamps and fences have been straightened, where they have gradually sagged. The yard gates are being re-hung before the team moves on to Northiam and completion of the second platform. We are pleased to see Dick Coombes and his son Duncan on Wednesdays. Dick worked as a deputy supervisor until March and has now become a member.

At Tenterden signalbox it is intended to restore the finials. Phil Clark-Monks is turning up a new finial ready for fitting.

Bodiam Station Project

Renovation work has slowed recently, partly to avoid spending money (!) and partly because the long hot summer was not conducive to painting. Routine care and maintenance continues however. The level crossing gates are now beginning to succumb to rot and one has already collapsed – only the paint seems to have held it together until this year.

Signals & Telecommunications (Engineering)

Peter Watson, our departmental handyman, has not only built two new doors and frames for the brick hut on Tenterden Headshunt, but also renewed the door on the paint store near the station.

The "Behind the Scenes Weekend" in early August saw Wittersham Road signalbox open to the public, with guided visits to both the operating floor and the locking room below. Few passengers however chose to break their journey there.

Slightly more interest was shown at Northiam where the telephone exchange was open for viewing along with practical demonstrations and explanations of the system. A further weekend in August saw replacement of certain point drive fittings at Wittersham Road on a smaller scale to that of Rolvenden, last March.

Early September saw replacement of much of the timber decking on the up Home signal at Tenterden where wet-rot had taken its course.

A warm welcome is extended to recent recruits Paul Abrams, Graham Davies and Garry Reynolds, the latter of whom has been giving invaluable advice and expertise on Risk Assessments and Safety Management.

A group of six staff (including one from the C&W) have purchased a replacement for the S&T staff accommodation coach at no cost to the company. Further details will appear in the next issue.

Forestry and Conservation.

At the beginning of the summer some controlled burning was carried out on Wittersham Bank so as to reduce the risk of line-side fires. However due to the very long dry spell a number of fires did occur, including either side of where the controlled burning had been carried out. Most of the fires were contained within the fence line but two fires spread into adjoining fields with a number of acres of either stubble or crops being destroyed.

A large tree at Tenterden Headshunt has been carefully cut back as some of the branches were overhanging the roof of an adjoining property. Other work completed has been the trimming back of trees at a number of locations along the line as they were threatening to strike the trains.

The large poplar trees that were a landmark between Northiam Station and Cysters Curve have been removed and sold to a company who make wooden pallets. Enquiries are being made to a cricket bat manufacturer for them to plant cricket bat willow along this section of the line. The company will then maintain these trees on a regular basis and after approximately 20 years these same trees will be sold to the manufacturer.

Future work will include removing the trees on the bank situated on the curve round to Gazedown Wood. These trees had their roots damaged and exposed when last winter's Permanent Way work was being completed. Since then further erosion has exposed more of the roots with the result the trees are now in danger of falling down.

Museum

Although nothing very much appears to have happened over the summer months, good progress has been made with planning, building regulations etc. By the time this journal appears, we should be well under way with the necessary building alterations. No date has yet been set for opening but it should be ready by late spring or early summer.

Tenterden Railway Press

The print room is firmly established as part

of the tourist attractions available on the railway. The number of visitors increased over the summer months and it was nice to know that so many visitors had at some time or other been connected with this industry. It has led to several donations of type and other printing accessories. The embarrassing thing is we never seem to find out who has left them as they mysteriously appear. We would like to say thank you to our benefactors whoever you are.

The Tenterden Railway Press is now a member of the British Printing Society who will be holding one of their meetings at the Railway on October 1st as our guests. I understand that we may be the only railway to be equipped in this way but if any of our readers can advise us otherwise then please let us know.

In our last article we appealed for a Heidelberg 10/15 platen. The work had increased tremendously so a further machine to help save costs for the railway

would always have been an asset. The railway has now purchased a Thompson Auto-Platen helped by a donation from the 300 club. This has proved its worth already and it is important that its potential in extending the printing range for the railway is properly appreciated. Some private work can now be undertaken as with the Meihle we have the capacity to do it.

Work during the summer months was constant. Holidays of our few volunteers slowed us down but we are now up to par. Turnover was about £400 since we last wrote which equates to an equivalent saving by doing it in house. Not included in this figure is a run of 900 Santa Special tickets which are currently being numbered after cutting. These figures seem small compared with the outside commercial world but it must be realised what the saving to the railway is and what further potential, if handled right, exists at Tenterden Town Station.

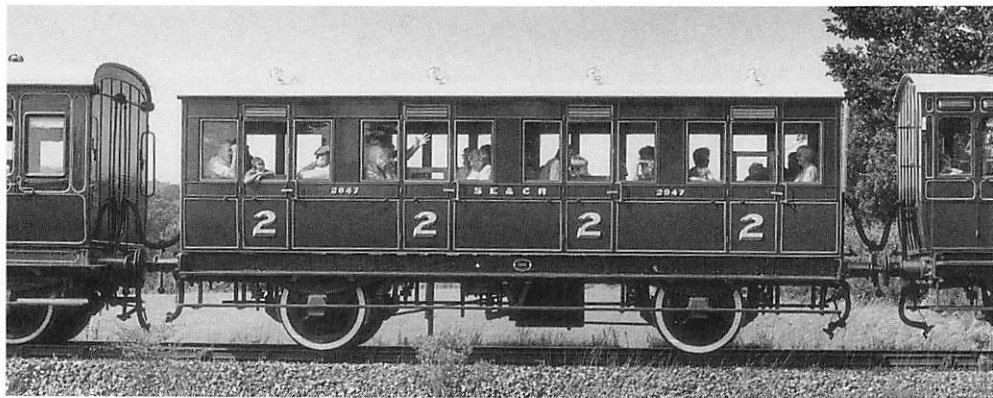


Steam and diesel. Joint motive power in use at Tenterden Town Station to reduce fire risk during the summer, 28th August 1995
(John Liddell)

Relic to Runner

The Restoration of No. 2947

Nick Pallant describes the restoration of the latest addition to the K&ESR's Victorian Train.



A classic shot of No. 2947 at Cranbrook Road, 25th August 1995. Note the builders plate 'discreetly' placed in the centre of the frame.
(Brian Stephenson)

It was the spring 1986 Tenterden Terrier which first mentioned the Ashford Area Group's unique discovery – a pair of well preserved SE&CR coach bodies. Further details followed in subsequent issues. The coach bodies were in excellent shape and, together with two less well preserved examples, were built into a bungalow which was about to be demolished in Kingsnorth Road, Ashford.

The pair rescued for the K&ESR arrived at Tenterden on 8th August 1986. Both were of four wheel LC&DR design, brake 3rd No. 3062 having been built in 1888 and four compartment 2nd No. 2947 in 1901 (after the fusion with SER). Both were withdrawn in 1921, the underframes broken up and the bodies sold. That withdrawal date was to be of special significance; covered in weatherboarding both had survived in their final SE&CR liveries, albeit in very faded condition.

Once at Tenterden, the Ashford bodies were employed as a store at the rear of the buffet and again received a protective cladding – this time of corrugated iron. They remained there for the next eight years, being removed by crane during Thursday 1st July 1993 and placed on ex-PMV

underframes for the short journey round to No. 3 siding.



Following the restoration of SE&CR family saloon, Carriage & Wagon looked for a project which would both maintain the momentum they had built up and provide a suitable focus for the department's

1994 Working Week. Ashford body No. 2947 would fulfil the role admirably. It would also have the advantage of providing additional capacity for the Victorian train – hopefully fairly quickly.

Thus it was that No. 2947 moved again – this time into the carriage shed. Working Week began on 30th July and preparations began two days previously. The body was removed from the underframe with the aid of jacks and placed at the Robertsbridge end of the workshop.

The word 'remarkable' has several times been used in connection with the restoration of No. 2947, and I make no excuse for repeating it now. The project certainly commenced in a spirit which, in general, was maintained throughout. The first seven days saw the following:

- All paint (five layers) removed from the roof hoops (roasting work this, using a hot

air gun in a heat wave) and French polishing commenced.

– General repairs to the framework, including the making good with new timber of three openings let into the structure by the previous owners.

– Original exterior cladding removed and the best panels (including signwriting) retained for reference. New cladding cut, primed and fixed into place. At one point the plinth beneath the ex-Hawkhurst yard crane was festooned with plywood sheets drying in the sun.

– All doors removed ready for restoration.

Over the following months work naturally proceeded at a slower pace but continued none the less, with the management team providing co-ordination between the weekday and weekend work gangs. There was no precise division of labour between these, the former group made a notable contribution to the rebuilding of the doors whilst the latter concentrated on the main body structure.

The National Railway Museum were asked for help with drawings of the interior details. A very brief answer (quoting the wrong coach number) was received, this claiming they did have the necessary plans. The South Eastern & Chatham Society, however, came up with the appropriate working drawing. In view of various comments made in recent years about the academic standards of the preservation movement, there seems to be a moral here somewhere. We must also pay tribute to the work done by the Ashford Area Group to finance the project. Without their efforts progress would have been nowhere near as rapid.

One compartment partition had survived. This provided a pattern for the replacements which were installed during the autumn, the horizontal-upright sandwich of the boards being copied exactly as was the diagonal pattern of the fixing screws. The window glass was perhaps the first of those many additions, each of which seemed to transform the body – even if modern requirements meant that it had to

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be of the modern safety variety.

Work on other projects had, of course, been continuing – Maunsell CK No. 56, the L&NWR saloon and 18 monthly overhauls on Mark 1's. Time had also needed to be given to repairing damage to the running gear following the minor incidents which seemed to plague us during 1994. By the turn of the year thoughts were already looking ahead to the need to adapt the ex-PMV underframe still sitting out in the yard.

During the winter work began on the seat frames using the department's increasingly wide range of woodworking machinery. The upholstery, as on previous occasions went out to a contractor. At weekends, the lights burned late in the carriage shed but our very effective heating system and the popular (and modestly priced) evening meals helped maintain the friendly working atmosphere – punctuated occasionally by the zany humour for which the Carriage and Wagon is becoming notorious!

Inside the compartments, further French polish to the woodwork and paper on the ceilings indicated real progress. Torpedo ventilators were cast for the roof (which naturally had a new canvas) and the interior ventilation fittings – which had mainly arrived with the coach – were stripped of layers of paint and burnished. Luggage rack brackets and door handles also had to

be cast using patterns supplied by our friends on the Isle of Wight Steam Railway. Then the doors, complete with new droplights and straps, went back on and No. 2947 really did begin to look like a coach again.

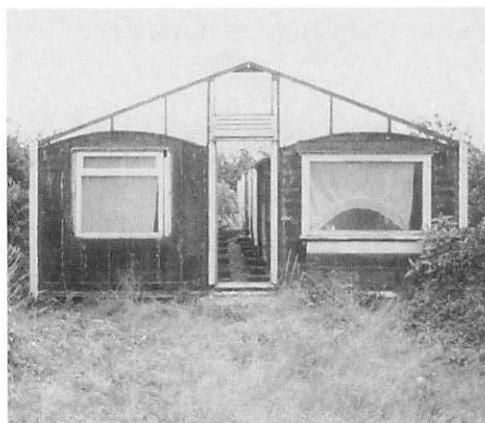
The body was still in grey primer at this stage. In fact many coats of primer, each being stopped and rubbed down before the next was applied. It was decided that, rather than risk cracking finished paintwork, undercoat would be applied only after the body had been lifted on to the underframe.

The underframe followed Isle of Wight practice, our colleagues there having pioneered Chatham four wheeler restoration with the former Ventnor West push-pull set. The PMV chassis was brought in from the yard and completely stripped down, the various components were overhauled and the unwanted lengths cut out of the side members. As illustrated in the summer 1995 Terrier, welding was in the expert hands of Adrian Landi who was borrowed for the occasion.

After all the months during which No. 2947 had sat on the shed floor – handy though this was – it seemed very odd to walk in one Friday evening and find the body actually mounted on the underframe. That was in March, and the following months were spent in completing all the pipework and the myriad small details that every carriage restoration entails. Electrical lighting is by means of a straight forward battery system. To complete the period appearance of the vehicle, double step boards have been attached to the underframe.

The Ashford coach is finished in SE&CR crimson lake livery – in fact it has never carried any other. Restoration took exactly a year. We are claiming this as a record – even someone from the Ffestiniog Railway C&W was amazed – and if anyone knows of a faster job on the standard gauge perhaps they would please let us know. Another visitor said they thought the standard of workmanship was up to that of the National Railway Museum.

Working Week came round again and once more there was a heatwave. 2947's brakes



The Bungalow, 188 Kingsnorth Road, Ashford during demolition and recovery of the carriage bodies. (Tenterden Railway Co.)

had been tested in the yard a few days previously and on Sunday 6th August photographer Brian Morrison called on behalf of *Railway World*. During the evening of Tuesday 9th the coach was marshalled in the Victorian Train and test run on the 12.00 departure the following day. Many of the restoration team were present and travelled in the train. The Commercial Department arranged for further photographs to be taken by a freelance photographer and the event was celebrated with a non-alcoholic toast (we were all still on duty!).

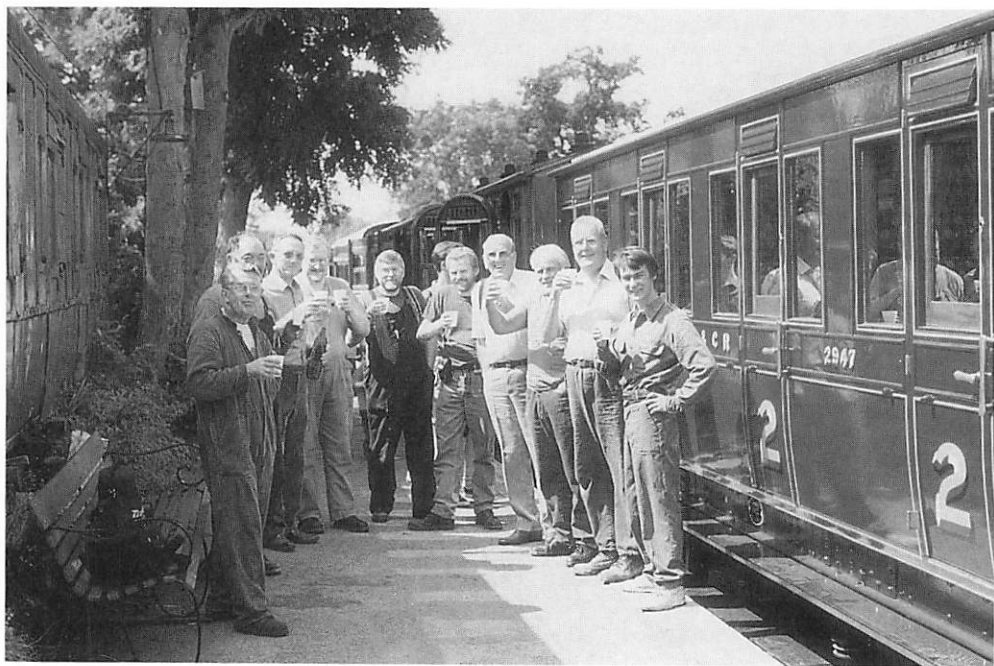
Then it was down through the valley, the countryside shimmering in the August sunshine. Indeed, it was a scene straight out of the half mythical Edwardian heyday of the railways. For those of us who had been present 18 months earlier at the launch of the family saloon there were feelings of *deja vu*. Once again it was an SE&CR vehicle, once again a successful test run was followed by a release to traffic for the next Victorian service train – the 15.00 Tenterden-Northiam. An official launch, to

which former owners of the Kingsnorth Road bungalow were invited, took place on Friday 25th August. On completion of restoration, the Ashford Area Group handed over ownership to the K&ESR Loco Trust.

The Ashford coach has proved to be another instant success with the public. The pleasure of watching the vehicle run has only been equalled by the number of passengers, its first for 74 years, all apparently eager to travel in No. 2947! Our vintage vehicles have become increasingly popular – they are now becoming a distinctive hallmark of our railway and one of its greatest assets.

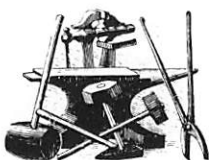


Mrs Hammant and her son, Shaun, the former residents of 2947.
(John Liddell)



The Carriage and Wagon Team celebrate the return to service of 2947, 25th August 1995

(John Liddell)



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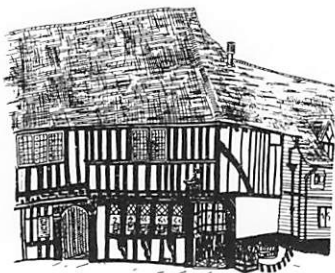
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A New Structure, Key Issues and Objectives

Robin Dyce, our new Chairman, comments on the reasons for recent changes in the structure of the Tenterden Railway Company Board and issues for the future.

Following the Annual General Meeting last July and with the resignation of David Stratton as Chairman, the Directors felt that the existing Board structure no longer reflected the business and operating needs of the Railway. The pace of change in the leisure industry had dramatically increased; the number of alternative quality attractions had increased and Sunday shopping had become part of English life.

It was essential that the structure of the new Board should enable these challenges to be successfully addressed and at the same time reflecting the changing needs of the Railway. It was felt that the Chairman's position had become too concentrated. What was needed was a Chairman who would lead the team. Teamwork was not always evident in the past but that had to change to meet the new challenges. It was also felt that Board members had, in some cases, become too involved in the day to day operation of the Railway which was preventing our managers from managing their areas efficiently. This caused resentment and, quite naturally, confidence in the Board suffered. Having Directors involved in day to day matters also gave rise to managers receiving conflicting advice for solving their problems.

It was agreed that whilst the Chairman's role was to lead on policy and strategy it was the Board who had to lead the Railway forward. At the same time, because of increasing pressures, it was essential for a person to be appointed to co-ordinate the day to day management and to be the reporting line from managers to the Board. It was desirable that the post be a full time General Manager or Managing Director but because the Railway cannot afford such luxuries it was accepted that the post would be filled by a volunteer. In essence, the Chairman's role should be to look outward and the Managing Director inward (but definitely not introverted!). In the past the Directors had become over involved in the day to day management of the Railway because they were directly responsible for departments. To give managers more freedom to manage effectively it has been

agreed that as many Directors as possible, subject to retaining the core executive Directors, should not have day to day line management responsibilities for departments. In other words they should be non-executive Directors giving impartial views and undertaking specific tasks as required. Under the new structure the core Directors will be, the Chairman, Finance Director and Commercial Director.

The Board meeting on 15th July elected myself as Chairman and Chris Lewis as Managing Director. As a suitable person was not available, the post of Commercial Director was left unfilled. In view of the importance of this post, which also has a position on the Colonel Stephens Railway Enterprises Board, Chris Lewis agreed to stand in for the present. A future article will explain the need for the separate Colonel Stephens 'trading' company. It was also considered essential that the rolling stock and infrastructure should be represented at Board level. Tim Stanger was elected Rolling Stock Policy Director and Peter Davis, Infrastructure Policy Director. That left three non-executive Directors; Richard Johnson, Graeme Richards and David Stratton and two vacant positions.

However, a number of priorities had been identified as needing urgent consideration. Richard was therefore asked to prepare the review of the business plan setting out our policies and programme, including our financial needs, to the year 2000. A business plan enables us to set and evaluate targets and to persuade funding institutions that we are a viable concern in which to 'invest' money. Graeme was asked to consider all aspects relating to volunteers such as recruitment and retention, training, communication and accommodation.

The Railway has received a request from the Rother Valley Railway Company to lease the Dexter - Bodiam section to enable them to run trains to Quarry Halt by 1998. Clearly this proposal has considerable legal, construction and operating implications and David Stratton has been asked to consider these matters and report back to the Board on the implications.

We will, of course, consult the membership before any decision is taken. Although progress had been made on the availability of the National Heritage Fund Grants, EEC grants and Derelict Land Grant (for the Bodiam extension) advancement was hampered by the lack of someone with experience of obtaining grant aid and sponsorship. This was solved by the co-option of Norman Brice to the Board on 17th September who has special responsibilities for Funding Policy. Norman is ideally placed to give advice and has top level contacts. Without doubt the most important issue to be considered by the new Board is the problem of reducing our debt with the bank. Another article in this issue reviews the outcome of last year's operation so I do not have to dwell on the size of the problem. The finance charges are such that we are in many ways running to stand still. At present we are helped by low interest rates but this may not last forever. We have to set a cash budget for 1996 which allows for a significant reduction in borrowing. Income has to be maximised and spending minimised without compromising

safety. We must work within set budgets to ensure that our finance charges are reduced. The Railway has to be strongly marketed to increase visitor numbers and hence income. Particular attention will be paid to ensure visitors have a quality experience and receive value for money so that, not only do they make repeat visits, they also tell their friends about us.

We have also to invest more in our paid staff and volunteers; recruitment and retention with proper training is high on our agenda for the future. An injection of fun and team spirit will add a sense of pride which is an essential ingredient in providing a quality product we can all be proud of.

However, these ideals cannot be achieved without greater participation by members, many of whom have skills essential for the future success of the Railway.

We must survive and to do that we need more income which can only be generated with additional volunteer input. Please help in whatever way you can in 1996 and ensure our classic railway survives.

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Book Reviews

One hundred years ago, Holman Stephens completed his first contract to design and supervise the construction of an independent railway, albeit that it was only a short three foot gauge tramway. The Rye & Camber Tram was opened on the 13th July 1895, and might just have been celebrating its centenary this summer, had not the outbreak of war in 1939 caused its sudden closure.

Apart from Peter Harding's booklet published in 1985, there has not been a publication devoted to the Tram, so the two books reviewed below are especially welcome in this, its centenary year.

The Rye & Camber Tramway – A Centenary History, by Laurie Cooksey. Published by Plateway Press, price £17.95. Hard covers with 160 pages of text, amply illustrated with photographs, drawings, plans and tables.

The Camber Tram, just three miles long, with two steam locomotives, two carriages, two stations and a halt; is there, one might ask, a big enough story to be told to justify a full size book? Surprisingly there is, and Laurie Cooksey certainly does justice to his subject. He gives a thorough account of the background to building the tramway, its operation and personalities, and its regrettable demise. His research has been meticulous and he gives detailed footnotes as to sources at the end of each chapter. There is no index, but the chapter list gives the dates covered and it is relatively easy to find particular references. He gives due acknowledgement for material first published in this journal over the past 21 years, and I was amused to see repeated Percy Sheppard's story concerning a Mr Hambrook who worked on the Tramway for a short period. Hambrook decided to take a bath in the engine shed between trams,

using hot water from the engine. Two girls, who had arrived early for the next tram, decided to take a look round and came upon Hambrook in his birthday suit. The girls ran off to hide their blushes while he continued with his bath undeterred.

The book is printed on art paper and the many photographs have reproduced well. This is a book to read, not just dip into, and although it may appear expensive, it is well worth the money. For anyone with an interest in minor railways or Rye local history, this book would make an ideal Christmas present. **E.J.R.M.**

The Rye & Camber Tramway, compiled by Colin Judge. Published by The Oakwood Press, price £5.95. Soft covers, with 64 pages of text, over 60 photographs plus plans and maps.

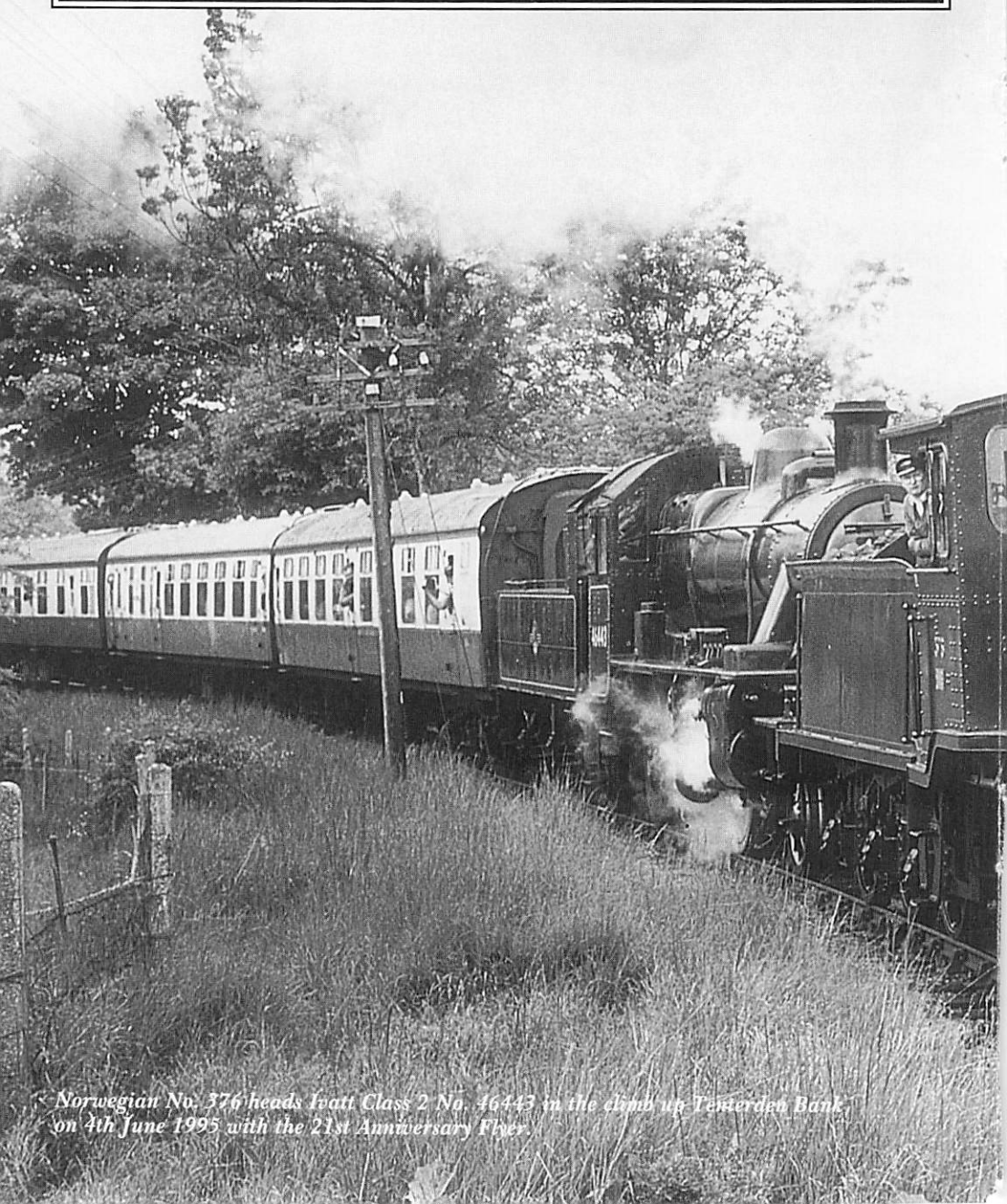
This booklet is in the by now, very familiar Oakwood style, with A5 page size. It is printed on art paper and the many photographs have reproduced well. The book is compiled by, rather than written by Colin Judge, and indeed it does appear to be mainly a compilation of previously published material. It covers the same ground as the first book reviewed, though in a slightly different order. All the essential information is here – and this is just the book if all you want is an outline rather than a complete history, on the Camber Tram. At the price it represents good value for money. **E.J.R.M.**

Correction

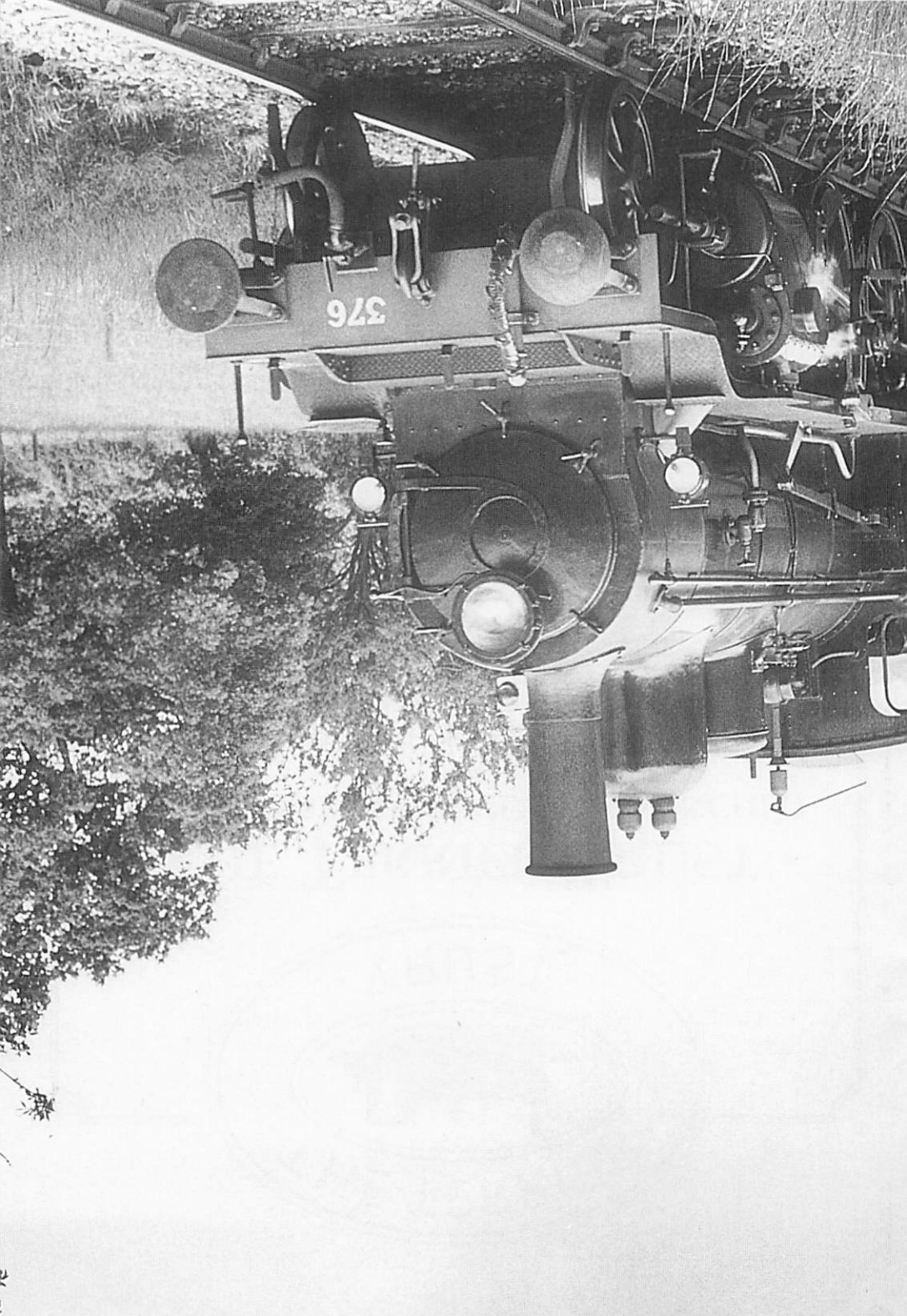
In the summer edition of the Tenterden Terrier, the review of "Colonel Stephens Railmotors" page 25, was incorrectly headed "Colonel Stephens Railways". All other given details of the book are correct.

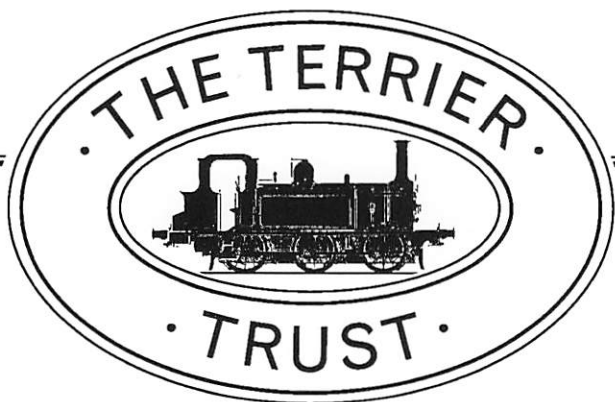
Two Moguls on Tenterden Bank

Photographed by Mike Esau



Norwegian No. 376 heads Ivatt Class 2 No. 46443 in the climb up Tenterden Bank on 4th June 1995 with the 21st Anniversary Flyer.





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A Tale of Three Terriers

by Gerald Siviour and Tim Stanger

September 16th 1995 saw the inaugural meeting of the Terrier Trust, formed by members determined to ensure that Terriers will once again run on the K&ESR. The draft constitution, already submitted to the Charity Commissioners for their approval, was agreed and Charitable status should be forthcoming by the time this magazine appears.

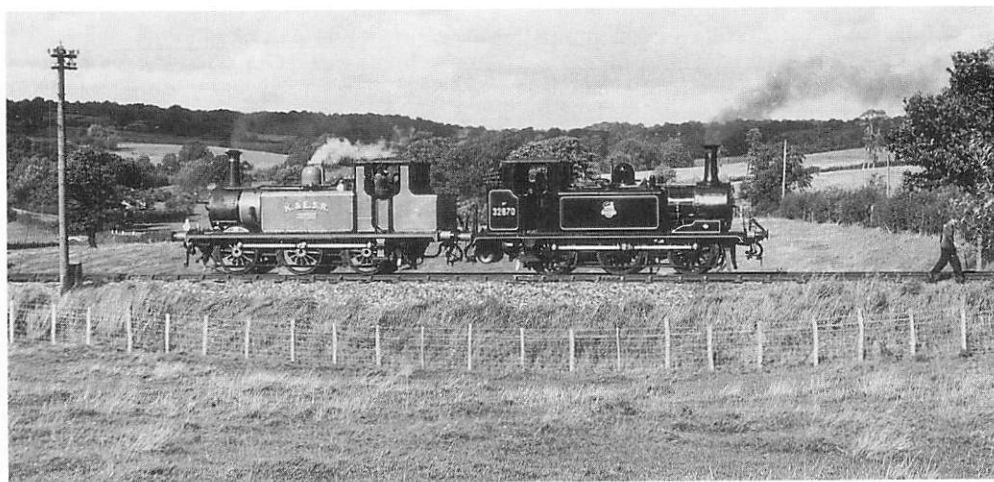
The first objectives are to purchase our most historic locomotive No. 3 "Bodiam" in its present state from Ron and Vic Wheele, the present owners, and then to raise the necessary funds to restore it to its full glory, complete with a new boiler. The longer term aims are much wider, giving support and help in any way it can to the other Terriers on our railway. A recent history of these three engines follows and it is hoped that, having read the article, you will respond to the Trust's advertisement in this magazine.

Originally built in the 1870s and early 1880s to William Stroudley's design for work on London suburban trains, many Terriers, including ours, were taken out of main line service in the early years of this century as trains became too heavy for these diminutive 27 ton engines. Some found a ready second-hand market, including No. 70 "Poplar", which was sold to Colonel Stephens to become

No. 3 "Bodiam" of the Rother Valley Railway. Others, including nos. 50 "Whitechapel" and 78 "Knowle", were fitted in 1907 for push-pull motor train working on secondary services and later with Marsh designed boilers with extended smokeboxes. Both saw service in the 1930s on the Isle of Wight, extended bunkers, which both still retain, being fitted at Eastleigh before leaving the mainland. Both received new numbers and names, becoming W9 "Fishbourne" and W4 (later W14)

"Bembridge" respectively. By the 1940s they were back on the mainland. "Fishbourne" having become a Lancing Works carriage shunter numbered 515S while "Bembridge" became SR No. 2678. It was sent on hire to the K&ESR in 1940, beginning an association with the line that was to last until 1958.

The early years of the British Railways era were something of an Indian Summer for the surviving Terriers. 15 remained in service on the Southern Region in 1949, 14 rebuilt as A1X class and one retaining its original smokebox and still classified as A1. Their duties included working the Robertsbridge end of the K&ESR, pilot duties at Brighton Works, dock shunting at Newhaven, carriage shunting at Lancing and the Havant-Hayling Island branch where, because of weight



'Sutton' and 'Bodiam' wait as the foreman walks forward to open Cranbrook Road Crossing

(Gerald Siviour)

restrictions on Langston Harbour bridge, they monopolised the service. Usually some of the class were in store, especially during the winter months when traffic on the Hayling Island line was light.

Of the present K&ESR trio Nos. 32670 (as former "Bodiam" had become) and 32678 worked regularly from Rolvenden, a sub-shed of Ashford, until its closure following withdrawal of the passenger service on 2nd January 1954, No. 32678 sharing the working of the last train from Robertsbridge with 32655, the present "Stepney" of the Bluebell Railway. They were then transferred to St. Leonards for the Tenterden freight duty and seasonal hop pickers' specials. When diesels took over in 1958 the pair went to Fratton for use on the Hayling branch, meeting up again with the former No. 515S, which had rejoined the general service fleet as No. 32650.

In 1963 the Terriers lost their regular duties as first the Newhaven West Quay lines (where No. 32678 worked the last trains) and then the Hayling Island branch closed, both Nos. 32650 and 32670 sharing in the final working there during the first weekend in November. Following these closures the remaining A1X class were sent to Eastleigh to await scrapping or disposal.

By this time the fledgling K&ESR preservation scheme had come into being and the purchase of the surviving Terrier from the old company was obviously a priority. A deal was completed and No.32670 ran light under its own steam from Eastleigh to Robertsbridge, arriving on 10th April 1964. No. 32650 followed in September, having been bought by the Borough of Sutton and Cheam for eventual display at their new Civic Centre. No.32678, meanwhile, was one of a number of Terriers purchased by Butlins for display in the playgrounds at their holiday camps. It went to Minehead, where it stood for several years in the company of Stanier Pacific No. 6229 "Duchess of Hamilton".

During the ten years between their delivery to the K&ESR and the restoration of services, the Terriers slumbered for most of the time in the company of other stock at Rolvenden, where they were repainted in green livery and sometimes steamed for open days and shunting duties. To No. 10 "Sutton", as No. 32650 had become, fell the honour of working the first passenger train of the restored service between Tenterden and Rolvenden on

3rd February 1974 in the company of the Manning Wardle 0-6-OST "Arthur". "Bodiam" the identity to which 32670 had reverted, re-entered service a few weeks later and for the following six years at least one Terrier was available for the railway's expanding and extending service. However, both were becoming in need of a thorough overhaul, particularly to their boilers. "Bodiam" was therefore withdrawn in September 1977 and "Sutton" on 1st January 1980.

Both boilers eventually went to the Resco works at Erith for attention while the chassis were overhauled by two teams at Rolvenden. The return of the boilers on the same low-loader in November 1983 set the scene for the restoration of both engines to steam in 1984. After much sweat and toil (see Tenterden Terrier No. 35, pp27-30) "Sutton" re-entered service on 28th May and "Bodiam" a few weeks later). This was the golden age of the K&ESR Terriers. In their immaculate liveries ("Sutton" in the 1930s green and No. 32670 in BR lined black) they were a beautiful sight, especially when coupled together.

Sadly, it was to be only a brief heyday. After running nearly 3000 miles No. 32670 had to be taken out of service in January 1986. The boiler was removed, originally for attention to the ring rivets, after which it was hoped that the engine could return to steam.

Unfortunately this was not to be and the discovery of badly wasted areas in the boiler brought the realisation that it was beyond repair. Thus our most historic engine, having an association with the K&ESR going back to the railway's earliest days, has stood for ten years as a derelict chassis – this cannot be allowed to continue.

"Sutton" remained in service much longer. Between 1984 and the end of 1986 it had covered 3467 miles. It was then withdrawn for overhaul, emerging in 1988 newly painted in the Southern Railway livery carried on the Isle of Wight in the 1930s. "Sutton" became a great stalwart of the light off-season trains in the early 1990s and was sometimes used to double-head with other engines, notably on the official re-opening train to Northiam. For its last months in service in 1993 it appeared in BR lined black, the livery it still carries.

The return to the K&ESR of the other stalwart of late SR and early BR days did not come until nearly a quarter of a century after that of 32670. After its release from Butlins,



32678 seen in 1963 on the Hayling Island branch shortly before the line closed. (Gerald Siviour)

32678 went first to the West Somerset Railway and then, after a private purchase by Rick Edmonson, to the Resco works. Here a considerable amount of work was undertaken and the engine returned to Rolvenden, where it was hoped restoration would follow fairly quickly. This was not to happen and only a limited amount of work was carried out as bigger engines able to handle the heavier trains on the longer journey to Northiam received priority. However, the boiler was sent away for repair to Chatham Dockyard and has now returned. How appropriate it would be if the 1996 centenary of the Light Railway Act, under which our line was built, could be celebrated with its return to service. The present situation regarding the Terriers can be summarised as follows.

No. 32678 This should be the first of the trio back in service. Following steam testing at Rolvenden by the end of this year the boiler will be re-united with the chassis, side tanks and the cab. Much work will remain to be done in 1996 to acquire and fit missing pipework and other parts lost over the years.

No. 3 "Bodiam" Fund raising for the

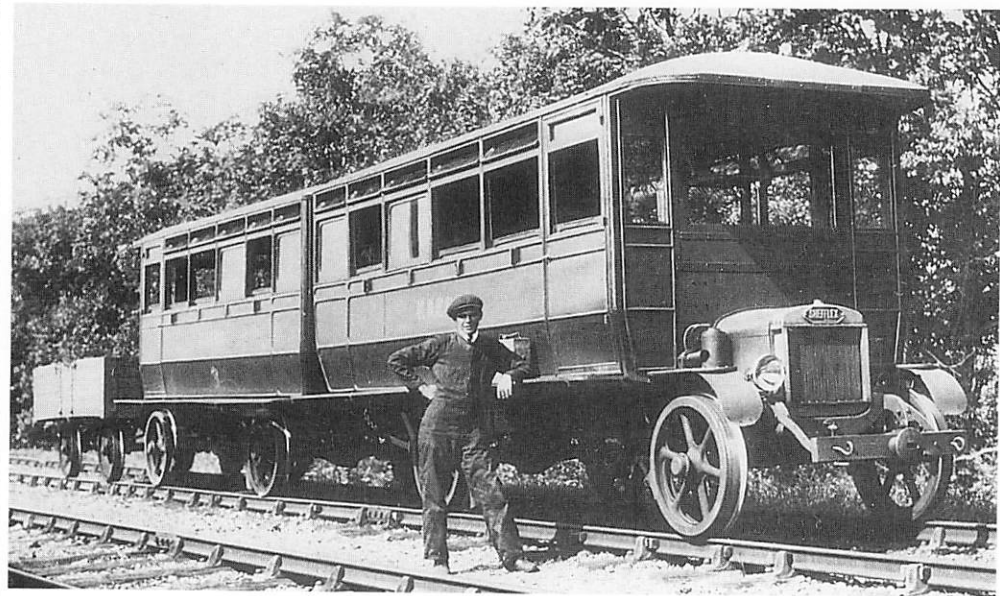
purchase and restoration of this engine has already started. The initial target is £27,000 which will finance the deposit on a new boiler to be built by Israel Newton of Bradford and the purchase of the locomotive. Once it is in the ownership of the Terrier Trust it will be possible to apply for National Lottery funds towards its restoration. The estimated total restoration cost is around £65,000, which, with your help, can be raised while the boiler is under construction.

No. 32650 This engine remains on loan from the London Borough of Sutton on stationary exhibition at Tenterden. A major overhaul and in particular work on the engine's cylinders is needed before it can return to service.

The Terrier Trust can only succeed with your support. Nothing would enhance the appearance of our Victorian Train more than the sight of a Terrier at its head, increasing our appeal both to railway enthusiasts and the general public. Please help, either with a lump sum or a monthly donation of what you can afford payable by bankers order.

The Shefflex Set

During the 1920s and 1930s, the Kent & East Sussex Railway operated three back-to-back railmotor sets. The first two were based on Model T Ford commercials and the third was built by Shefflex Motors of Sheffield. Monty Baker here recalls working with the Shefflex set during the 1930s



The Shefflex Set in 1930 in the first livery carrying the number 3.

(H C Casserley)

There was only one Shefflex set which operated on the K&ESR, and compared to the Fords, it was a much sturdier machine. Both mechanically and bodily, it was more substantially built, consequently withstanding the vibration from metal wheels on metal rails much better. Even so, vigilance was required by the drivers to detect loose bolts, pipes and fuel and water leaks after each journey.

The Shefflex engines were four cylinder, comprising two blocks of two joined in line, somewhat along the lines of a marine engine. Apparently, it would have been fairly simple to make them up to a six cylinder if required by adding another block of two, with appropriate crankshaft and timing gear.

I regret not having any record of the power output, but I would rate them slightly more than the Fords, as they were approximately

the same bore with a longer stroke. This has been confirmed after reading *Colonel Stephens Railmotors* by Stephen Garrett and John Scott-Morgan. The enhanced power was largely cancelled out by the much heavier body and chassis, and the luggage truck hauled by the Shefflex set. The engines had a large, heavy flywheel which took some strength to swing round on the handle when cold, and the oil was thick, with a consistency not unlike treacle on a frosty dawn. Overall though, they usually started quite well.

The gearbox was a crash type three-speed gate change. For younger readers, this means there was no synchromesh of the gears when changing, as there is on cars built during the last 45 to 50 years. With a crash box, you accelerated away in first gear, then when second gear speed was reached, you de-clutched and had to wait

until the engine slowed to exactly match the second gear roadwheel, or in this case the railwheel speed, then de-clutched again, then slid the gear lever into second without making too much of a grating noise – (hence the name 'crash type' gearbox). If the speed was not matched there was no chance of getting into second gear; you stopped, then tried again.

When leaving Rolvenden for Tenterden with the Shefflex set complete with luggage truck, the driver always tried to get into second gear by Orpins crossing, otherwise he was stuck in first gear all the way up the bank. Once he hit the gradient he could not change gear because whilst waiting for the engine revs to drop, so did the speed of the Shefflex, and it was back to first gear again – unless he was blessed with a following wind which was so essential to good time keeping with the Colonel's railmotors.

The Shefflex driving position was slightly to the right of centre, as on the Fords, but the driver sat higher, giving an improved view ahead. The controls were, from left to right, clutch, footbrake, and accelerator. The steering column was not retained on the Shefflex and the hand throttle and ignition control were on the dashboard. A handbrake to the rear wheels was on the left, and a vertical hand-wound brake to the front wheels was on the right. A Klaxon horn was fitted, with the horn protruding through the car body, leaving the hand-operated push down rod inside the car. This could be operated by hand or foot, according to which was free at the time. I preferred to use my foot as the harder you pushed, the louder the Klaxon sounded. Sandboxes were located under the seats above the rear wheels in each car and operated by a lever left of the driver's seat.

When I started on the K&ESR in 1933, the locomotive fitter at Rolvenden was Charlie Turner, an excellent all round engineer whose experience also covered the petrol engine. This was fortunate for Bill Austen, but very unfortunate for Charlie, as not only did he struggle to keep the railmotors serviceable, but he was also persuaded to drive the first trip to Robertsbridge and back each morning. This was a form of

built in insurance, because, as it was always Charlie who was sent for in the event of a breakdown, what an asset to have him already aboard what was usually the most hazardous trip of the day.

It was also unfortunate for Charlie (and many others) that he suffered the affliction of a very bad stutter. This caused many delays to the service if he was required to answer questions or explain anything. If unable to get the Shefflex up to Tenterden because of frost or difficulty in starting, Charlie could lose another ten minutes trying to tell Tenterden's station agent George Dobell over the phone that he couldn't make it. The station key at Rolvenden was always left under the mat outside the office for such emergencies when unmanned.

Today it is normal for a car engine to run without a major overhaul for 100,000 miles or more. In those days, inlet and exhaust valves had to be ground in by hand and new piston rings fitted every few months or so. Big end bearings were continually being re-metalled and hand scraped to fit. This applied to both Fords and the Shefflex sets, consequently the steam locomotives got neglected, and Charlie had to give up that first trip of the day, which instead, was covered by one of the steam drivers on week about shifts.

Charlie Turner eventually left, and was replaced by a little Welsh fitter named Dai Evans, with his equally small son Owen, as apprentice fitter. Dai was not the least interested in, nor had any knowledge of, railmotors or their engines.

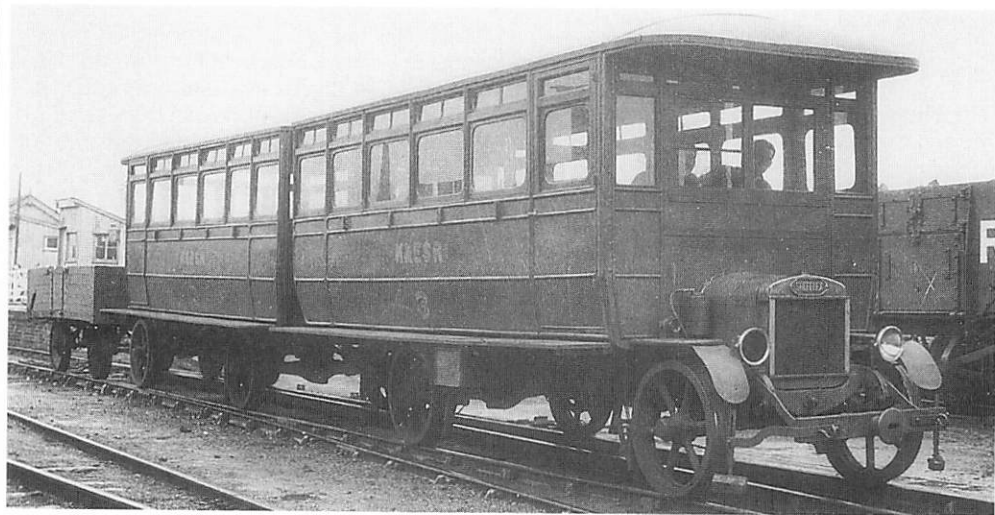
Being a staunch Chapel man, Dai relied on prayer to keep the railmotors going, as of course did everybody at 23 Salford Terrace. The men who drove them used much more subtle methods, such as blasphemy, oaths, and an occasional clout with a hammer. By 1935, the miracle asked for in Dai Evans' prayers was answered in the shape of George Gray, an ex-Tank Corps driver and mechanic. George became redundant when the Selsey Tramway closed in January 1935, where he had kept their last railmotor going until closure. I felt rather dejected when I found that George was going to get

the Shefflex set repaired, as I had been doing a lot of steam loco firing on the railmotor schedules while they were broken down, and did not fancy going back to cleaning and shed work.

George completely stripped down both Shefflex engines and rebuilt them. The radiators, which were leaking like sieves when George arrived, were either renewed or repaired. Engine bearings and transmission were all renewed, enabling the set to come back into service after about three months. In the meantime, a brand new Bedford lorry was purchased for George to collect and deliver parcels and goods traffic despatched by rail. This was a shock for the employees as we had only seen second-hand things before.

back inside. Behind the horn is the Auto-Vac, a round tank with a pipe coming out of the top, a device for sucking petrol from the underslung tank to the carburettor, unlike the Fords which were gravity fed. Petrol was lifted from the underslung tank by a pipe connected from the top of the Auto-Vac to the inlet manifold. Once the top tank of the Auto-Vac was full, a float operated valve shut off the suction and released the fuel into the lower tank, gravity then took it to the carburettor. This was a continual process while the engine was running.

Whilst on the subject of petrol, the tank on the first K&ESR Ford railmotor set was originally placed inside the car under the front passenger seat. (When a similar



The Shefflex Set at Rolvenden in late 1934 showing fittings on the buffer beam to hold brushes. The engine fitters office may be seen above the luggage truck.

Although the Shefflex motors ran until 1938, they were always needing repairs, sometimes standing idle for weeks at a time. Also, things started to get busier as Germany made more and more warlike threats, causing us to use more steam power to move the increasing traffic.

The photograph taken in 1930 by H C Casserley (page 28), shows Nelson Wood with his water can at his elbow. The Klaxon horn can be seen on the front splasher, with the operating plunger handle extending

chassis was used for a road vehicle, the tank was amply accommodated under the full-width driver's seat, but the driver's seat in the railmotor was just a box like affair with little space beneath, hence the position under the front passenger's seat) As may be imagined, when re-fueling, or travelling with a worn cap washer, the fumes could be quite strong. Whether the flash point in those early days was much lower than today I do not know, but at that time most passengers smoked, including Nelson

Wood, who always kept a Woodbine in his mouth while re-fuelling – with no problems!

On the second Ford set, the petrol tanks were put on the running boards outside the car, even so, as you can see from many photographs, the railmotors were often stood alongside engines having their fires cleaned or thrown out, with no thought of explosions – and in fact there never was. The Ford tanks were about 30 inches long and of oval section, sitting on a curved base and held down by metal straps. When on the running boards, the tanks were boxed in, thus causing confusion for various writers who assumed them to be toolboxes. Similarly, the Auto-Vac on the Shefflex has sometimes been mistaken for an air mechanism for the hand operated Klaxon horn.

Unlike the Fords which had no heating at all, the Shefflex had a primitive arrangement of a loop in the exhaust pipe which ran inside the car behind a perforated metal shield to protect the ankles of passengers from touching the pipe. At the entry and exit points through the floor, the exhaust was liberally wrapped with asbestos cord to prevent the floor from catching alight. The heating loop was bypassed during warm weather, and for this reason no exhaust whistle was ever fitted to the K&ESR Shefflex set. The heating system was never really effective, and nor, as your editor has previously noted, would it have been very safe had it developed a leak.

The suspension consisted of four springs per car against the Fords' two, which made the Shefflex ride much firmer, without rolling from side to side. Cushions were a Rexine type of oilcloth casing filled with horsehair. They were extremely cold when sat upon in winter, but soon warmed up after the initial shock returned you from the ceiling. In summer time it was like riding in a greenhouse. If you sat on an oilcloth cushion that had the sun shining on it, you again rose rapidly skywards. There were plenty of opening windows with leather straps, typical of a railway carriage, and narrow top lights which opened inwards. The opening windscreen, which was a boon for clearing frost when in motion, had a hand operated windscreen wiper.

Now to the mystery fittings which have puzzled many writers, including the authors of *Colonel Stephens Railmotors*. I refer to the objects fitted in 1932 onto the ends of the low buffer beam of the second Ford set and also to be seen in the photographs of the Shefflex set taken later in 1934. The fittings were designed and fitted initially by Charlie Turner and were mainly for his own advantage when he drove the first train of the day.

The fitting consisted of a vertical tube with an elongated slot (for height adjustment) and contained a solid rod with a metal box at the lower end. In the box was a wire brush fastened by two woodscrews through the top of the box and into the back of the brush. A set bolt held the rod so that the brush just touched the rail to clear leaves, frost or light snow. They were supposed to be lifted clear when not needed but seldom were. I remember I too collected several new brushes from Webbs the ironmongers on my way to work and fitted them to the Shefflex. This was soon stopped by 23 Salford Terrace on discovering NEW brushes and not secondhand ones were being obtained with Rolvenden station petty cash. Hence the shock when they purchased a brand new lorry! The metalwork remained on the buffer beams acting as very light guard irons but were eventually knocked off by hitting the odd willow branch, or sheep or cow.

My grandfather was a part-time water bailiff on the River Rother during the 1920s and 30s. He travelled from Tenterden to either Wittersham Road, then walking to the river at Maytham Wharf, or to Northiam and walking to Newenden. When I was about seven or eight years old, and able to walk the miles that he could, he would take me on the Fords, and later the Shefflex, to fish on the Rother. So my acquaintance with the 'motor trains' as most Tenterden people referred to them, covered quite a few years.

Little did I realise that when I reached 16 I would be working on, and driving those railmotors, or that exactly sixty years later (now that I am 76), I would be writing about them.

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Letters to the Editor

Cranbrook Road Crossing

Sir – As a working member, may I say what a great asset and improvement it is to have the new box at Cranbrook Crossing.

When the bell and telephone are installed, it will offer much more comfort to the crossing keeper, enabling him or her to observe the line in both directions, whilst remaining in the shelter.

Well done, to the one who pioneered the project affording, not only a handsome box, but also one that is in keeping with the design tradition of the K&ESR.

I have spent some happy days 'working the gates' on the Cranbrook Road, and look forward to many more.

M C Lawson
Woking, Surrey
(This hut was financed by a bequest from a well wisher – Editor)

Pontyberem

Sir – I refer to the interesting article "Passengers to Pontyberem". Just as at the start of the passenger service, there were more trains in one direction than the other, right to the end.

Latterly (Mon-Fri) there were three from Burry Port but five in the reverse direction. Part of this could be accounted for by the 1.45pm from Burry Port having four coaches, two of them returned from Cwmawr at 3.20pm and the other two at 4.15pm. When I travelled on the 1.45pm from Burry Port in May 1951 about 40 passengers used the train in all, but I was the only one to alight at a platform.

R W Kidner's book on Unadvertised Stations shows halts at Carway Colliery Siding, Ponthenry Colliery, Pentre Mawr Colliery and Glynhebog Colliery. These were all in use until the end of the passenger service, possibly longer. No platforms were provided, as is common in South and West Wales, the colliers boarded and alighted to and from rail level.

J Burrell
Bristol

Money

Sir – I have come to the conclusion that among our society membership, there is a regrettably high number of those who seem to share the same illusion held by a certain type

of politician i.e. that money grows on trees.

It seems that the vast majority of our visitors come with the main object of riding on a steam train. Offering them a diesel trip as an alternative causes considerable annoyance and may well result in their transferring their interests elsewhere – a strange method of trying to increase their numbers.

A Brookhouse
St Albans, Herts

Smilers and Moaners

Sir – I enjoy reading your magazine and often dip into back issues. The Editorial, the Lineside News, and the feature articles are always good and interesting but somewhere around page 30 to 35 I get depressed. Why do three out of four of your correspondents only write when they want to complain or think that they know how to run a railway better than its directors?

I have been a member of the K&ESR for twenty years. I enjoy trying to preserve a bit of engineering history for my grandchildren – who incidentally came for a ride on the train last week. The three year old, who is a future lady carriage examiner, noticed a trickle of water from the sink drain under the Restaurant Car and alerted 50 people on the platform to "Look!... the train's doing a wee-wee".

We travelled with a large group of not so young people, several in wheelchairs, who tucked into their cream teas with obvious enjoyment. They were looked after kindly by the guard and the platform staff before they boarded and by the car attendants on the way. I bet they and the little girl are telling their friends by now.

It is nice to give pleasure to other people, and let us not forget that they make it possible for us to have our fun. They like an outing that's clean, safe, makes the right noise and is run by friendly smiling people. If they buy a copy of the Tenterden Terrier it seems a pity that two pages of the magazine should spoil that impression. They do not want to read about our problems or whether we are truly preserving "the light railway image" but if you have to publish the moaners do let us hear from the smilers as well.

J Pearson
Hawkhurst, Kent

The Last Days of the Headcorn Extension

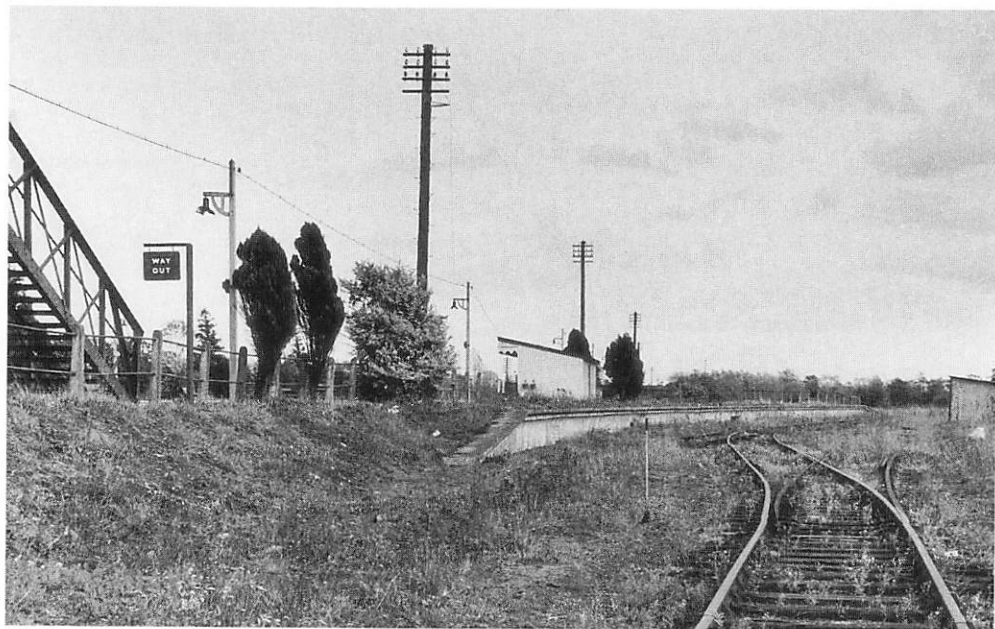
Part III

The last two issues of the 'Terrier' carried the first two parts of an article by Doug Lindsay recalling the lifting of the track from Tenterden to Headcorn forty years ago. He now concludes the story of the very end of this part of our line.

As the lifting approached Biddenden, the journeys to and from the railhead were so much shorter and the yard gang were having difficulty in keeping up with the materials lifted, often we were required to stop lifting for a few hours. Also, by this time I had become quite proficient at looking after the loco, and during these lulls it became the norm for the loco crew to retire to the pub in the village, leaving me to attend the loco. On most occasions this

was handled with no problem, but I do recall one particular instance when the crew returned from the 'Rose' the fireman found the fire was out!! I had purposely left it very low, but had then been asked to run an errand for one of the gang and I returned just after the crew to a barrage of leg-pulling. It took only minutes to restore a fire in the box with the aid of some dry rotten sleepers for fuel, and there were plenty of them! I was never allowed to forget the incident though, and luckily it never occurred again.

During the Summer holiday period when I was on the line daily, the lifting had actually reached Biddenden, and the removal of the



The scene of desolation on the K&ESR side of Headcorn Station following removal of most of the track and all of the original K&ESR buildings. The remaining track, used as a cripple siding, was removed on electrification of the main line in 1961. The visible 'Up Main' waiting shelter was destined to be removed by K&ESR volunteers and is currently stored at Northiam. The site has now been totally lost under a new Up Loop for Channel Tunnel Trains (Terrier No. 62, page 16).

(Lens of Sutton)

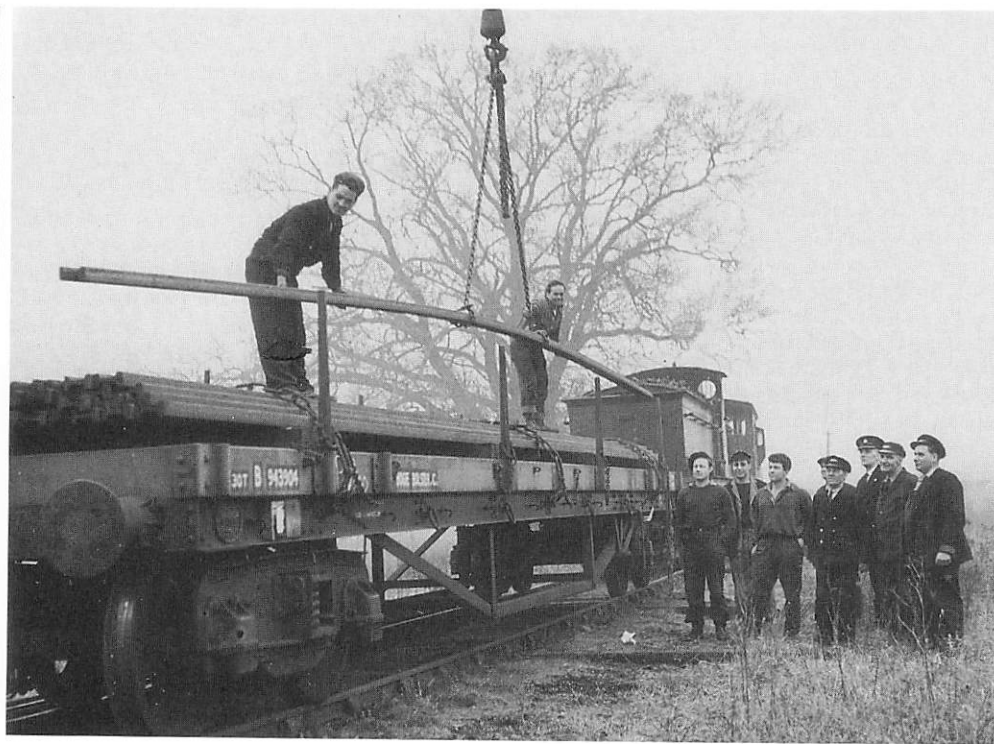
last few lengths on the Tenterden side of the crossing caused quite a delay to the holiday traffic, for as explained earlier, it did take several minutes for the materials to be lifted and loaded. I well recall the loco being across the road for longish periods whilst the traffic queue built up, and even angry words exchanged between our driver and that of a No.12 bus. Once clear of the crossing, the removal of the loop points and loop took place leaving just a short length of the platform line in situ. It was now time to move the whole operation northwards before the track accessing the yard was lifted, and arrangements had been made to use the yard at Frittenden Road in the same way although the yard there was somewhat smaller. A few days were spent preparing the yard at Frittenden Road and moving the necessary equipment there before lifting commenced again, but soon the familiar pattern of work was under way.

As late Summer was upon us the fruit picking season was getting into its stride and the, then, usual influx of casual fruit pickers and their families in the area. Just to the south of Frittenden Road station were various orchards adjacent to the line and we did have a considerable amount of foreign debris planted on the track by the offspring of these pickers in the hope, I assume, that they would derail the train. On more than one occasion I remember the fireman having to scare these youngsters off with the slack pipe, for at times, due to the undergrowth you couldn't always see them up to their pranks and there was a real risk of running them over. At about this time also, one of the fireman we had for a week knew a local farmer with hops and had agreed to spend the week hop picking, when he should have been on the footplate! The deal was that he would share his earnings with Bert the driver, Cyril the guard, and me, in the hope that nobody found out, and of course nobody did, in fact during the whole of the time that I was involved we new saw an Inspector or anyone in authority at all, such was the relaxed nature of this idyllic backwater of the system. The lack of clearance of the lineside over the previous years had provided a very healthy growth of bramble, and being late Summer, there was a

beautiful crop of blackberries to be had, so we took turns in picking them, I took some home for mum to make jam with whilst Bert took vast quantities to barter with at Ashford mpd!

On one notoriously wet day whilst at Frittenden Road, we had retired to the station building for the ubiquitous tea and cards, and I suggested that we should inspect the loft here also, just in case there were more hidden treasures up there as at Biddenden. On scrambling up into the loft, complete with tallow lamp, we found very little paperwork, but we did find a very large and apparently sophisticated looking brass telescope complete with adjustable stand. This was quite a find, the actual telescope cylinder was about four feet long, let alone all the intricate measuring attachments to the side, I quite thought one of the gang would be interested in getting it down to perhaps sell off, but it did not interest them at all, typical 'attic junk' I believe is how they described it. Of course, in hindsight it was foolish to leave it there, quite apart from its possible value, particularly today, but also because it has become evident that the Colonel once owned a large telescope, now I wonder if that might have been his? I suppose we will never know the whereabouts of the Frittenden Road Telescope?

The final few lengths towards Frittenden Road were sixty foot panels, probably some of the last to be relaid, and were on a mixture of concrete sleepers and individual concrete 'pots', these at that time had no value, were difficult to handle and were discarded on site once the chairs were removed from them. This short section from Biddenden to Frittenden Road took very little time to lift and on completion, plans were made for the third and final 'depot' to be set up at Headcorn. This final depot was to prove somewhat more difficult to organise as the KESR side of Headcorn station was bereft of goods yard and road access, which meant that the sleepers had to be shipped out by rail. A problem also arose as to how to unload the lifting train and sort sleepers without the benefit of a surfaced yard, so the centre release road, opposite the KESR platform was 'boxed-in'



The posed ceremonial 'last rail' being loaded at Headcorn for the benefit of the press in December 1955. From right to left, Crane driver Ambrose, Driver Bert Pearce, Headcorn Stationmaster Shord, Guard Cyril Packham, Ganger 'Nip' Daniels (behind Cyril), a Cohens ganger, Fireman Jackie Howe, plus three other Cohens' gangers.
(Kent Messenger)

using old sleepers for about hundred yards, thereby providing a flat surface for the small crane to operate on once the sleepers were unloaded. As there wasn't a suitable dead-end siding in the right place to attach the hawsers and unload, two hefty piles were inserted in the release road, effectively making it a dead-end, and the spent sleepers with chairs were dropped directly into the boxed-in sleepered area. Thus lifting and disposal of track continued on into autumn and early winter, with the same process as previously described, but with the de-chaired sleepers being loaded directly into wagons parked alongside the sorting area on the track furthest from the platform. Slowly the lifting site approached Headcorn with the line becoming ever shorter and the very last sections of the fifty year old branch line coming to a final ignominious end. As winter approached

many difficulties were experienced with starting the trailer pump, and at times work came to a standstill while the loco awaited its much needed water supply as members of the gang attempted to coax the temperamental Coventry Climax into action. During this period, of course, I was limited to going to Headcorn Saturdays only, except for the half-term in November, nevertheless I carried on all the days that I could but by now it was getting increasingly cold for cycling to Headcorn so I resorted to the No.12 bus, or as happened on some occasions, one of the gang who motorcycled from Chatham each day, picked me up en-route. This also was an extremely chilly experience at times and I well remember on one particular day arriving at Headcorn with my jeans frozen to my legs therefore a very speedy run onto the footplate of the '01' was required to thaw out!!

The old KESR station building at Headcorn was used as the mess room, Cohen's gang probably being the last people to use it before it was demolished along with the small KESR signal cabin. Sadly, I omitted to search for souvenirs in these buildings, although there was no loft of course in the station building, no doubt there would have been some remnants of its short life to be found somewhere, and also I recall the framed track plan still existed in the signal cabin, but what became of that I know not.

The 'main line' was left in situ from the bridge over the small stream where the pump was, through the station to the connection with the main line. This was not part of the lifting contract as BR required it to become a siding, which was used up until the time of the electrification of the main line as a 'cripple' siding for wagons awaiting attention at Ashford Works. The rest of the sidings and loops however were lifted, and once cleared, looked very desolate indeed. The 'Kent Messenger' again called to record the final 'passing' of the line and a picture was posed of supposedly the 'last rail' being lifted, and this was subsequently published along with a short piece recording the very end of the line.

Once the site was totally cleared and tidied up, the gang, most of whom stayed together, moved on to another branch. I cannot now recall exactly where they were off to, but I do remember they had been involved in lifting the Canterbury & Whitstable, the remains of which they finally finished clearing on January 4th 1954, ironically the same date as the final closure of the Headcorn section of the KESR. I well remember Ambrose telling us of the difficulties of coping with the 50ft jib of the KL66 crane in the confines of Tyler Hill tunnel on the 'Crab & Winkle' and how the warning bell was continuously sounding, so they isolated it! They had also been involved in the lifting of part of the Elham Valley Line and the closed portions of the East Kent Railway before coming to our railway early in 1955. It seems extraordinary now that it took 17 men almost a whole year to demolish just eight miles of railway line. I'm sure today, with modern equipment and methods, the task

would take but a few weeks.

Four '01' locomotives were used on the demolition work, 31048, 31064, 31065 and 31370 all of which had previously seen service on the line in passenger days, and one of which of course survives to this day, albeit reportedly in pieces in more than one location.

Finally, as to the personalities involved, Ambrose, the man in charge, moved on with his gang, Driver Bert Pearce and I corresponded for a while but then lost touch and I heard a few years later that he had passed on. George Fraser, however, soon left the footplate and worked for a local timber company at Bethersden where he lived. Quite by chance, following the publication of the last *Tenterden Terrier*, a near neighbour of George spotted his picture in the article and drew his attention to it. George immediately came to Tenterden Town Station in search of the author and we were re-united on the Railway after exactly forty years! George is now retired and is very involved in the archives of Bethersden Parish and has very kindly donated a pre-1900 map of the proposed Cranbrook & Ashford Railway bearing H.F. Stephens' name to our Museum collection. We have since spent many hours reminiscing about those lifting days.

Guard Cyril Packham, and Ganger 'Nip' Daniels were both ex-KESR men who had continued on into the BR era, sadly both are no longer with us. I do wonder though whether the 'Whistle' board Garden Shed still survives at 'Nip's' former home in Headcorn!! For myself, throughout the project I was nicknamed 'Rip', possibly because at some point I recall chalking 'R.I.P.' (as in Rest in Peace) on the station wall at Biddenden, and this often led to much confusion as orders were shouted to either 'Rip' or 'Nip'! However I will forever remember those immortal words shouted from the crane or loco that summer, "Where's the tea, Rip?"

What a year 1955 was!

How much money IS there in the Bank?

The Editor asks the questions and our Financial Director provides the answers.

The annual report and accounts of The Tenterden Railway Company Limited for 1994 presented to the membership at this year's AGM provided a great deal of information on the Company's finances including for the first time consolidated accounts showing the combined figures for the Company and its subsidiary, Colonel Stephens Railway Enterprises Ltd. (CSRE). This was a welcome improvement introduced by our Financial Director, Bernard Sealy and enabled everybody to be fully appraised of our financial situation. However, as members may still find some of the complexities of accountancy difficult to grasp, the key issues surrounding our present financial position are dealt with in this interview between Bernard Sealy and Philip Shaw.

Did the railway make a loss last year?

Yes. The railway lost £21,945 last year, after paying interest charges of £47,638 on our considerable debts and after exceptional charges of £27,872 relating to embankment and culvert reconstruction at Tenterden. Whilst this is still unsatisfactory, it does represent a considerable improvement on the loss of £108,566 incurred in 1993. Exceptional charges in 1993 totalled £60,815, again, concerned mainly with embankment and culvert reconstruction at Tenterden.

What are the total debts of the organisation?

Bank debts amounted to £400,670 at 31st December 1994, compared with £389,131 in the previous year. The figures for both years do not include £171,240 resulting from the two bearer bond issues, which are in theory anyway, like any other debt. Fortunately many of the bond holders do not claim interest to which they are entitled. If they had done so last year the interest bill (and the Company's losses) would have been some £9,500 higher.

Why did the debts rise last year?

Because of a combination of factors. The loss on operating was a contributory factor but the main reason was that fixed asset purchases rose from £26,396 to £96,295, of which the largest item was the acquisition of additional land at Rolvenden. The overall effect of this was mitigated to a considerable extent by a reduction in our working capital requirements. In other words we are making better use of our money. In particular, we were able recoup VAT from the taxman earlier by introducing new systems.

Why did the company make a loss last year?

Apart from the considerable burden of interest on our debts which has to be paid to our bankers, a key factor is that our train services are not sufficiently profitable. The operating income of the Company was £402,979 excluding income from commercial (ie non-charitable) activities such as the bookshop, buffet, Pullman and special events. However, this does include membership subscriptions and donations of £52,906. If these items are excluded the total operating income from running trains was £350,073. Against this, operating expenses amounted to £353,818, leaving us with a deficit of £3,745, before general administrative expenses of £32,945 and depreciation of £12,651. The commercial activities generated a profit of £50,000 (the round figure is co-incidental!) after deduction of wages and expenses. The results are shown in the accounts of our subsidiary company Colonel Stephens Railway Enterprises Ltd. Although this appears to represent an improvement on the £48,276 achieved in 1993, it does reflect reduced train charter charges from The Tenterden Railway Company to CSRE from £47,856 to £37,886. These charges represent the cost of providing the trains run in connection with our commercial activities (such as the Pullman restaurant service, special charters and filming) and

are to some extent arbitrary although we believe that they are now realistic.

Why do we need the subsidiary company Colonel Stephens Railway Enterprises Ltd?

This is purely to meet the requirements of the Charity Commissioners. Because our commercial (ie trading) activities are deemed to be non-charitable we are required to hive these off into a separate company and pass the profits back to The Tenterden Railway Company Ltd by means of deeds of covenant. This avoids the need to pay corporation tax.

What can be done to restore the company to profitability and reduce our debts?

Firstly, the inherent profitability of the Company is too low. In order to generate more income we must attract more visitors as there is a fairly limited scope to raise fares and other prices. We are making real progress on this front and the unique feature of the vintage train is proving to be a real winner in the context of our stated aim of becoming a classic light railway. Arguably, this could justify a significant first class supplement. Other attractions, such as the new Colonel Stephens Museum which opens next year, will provide an added reason to come to Tenterden, to travel on the trains and spend money on the site. Our costs could be reduced if more volunteers came forward to help us run the railway. Last year our wage bill amounted to £123,113 because of the necessity to employ 11 people. I am afraid there was a mistake in the notes to the accounts which indicated that we had 19 paid employees at 31st December 1994. This figure included the seven Directors of the Company who do not, of course, receive any remuneration for their services. Secondly, the crippling burden of our interest charges. Even with careful housekeeping, we cannot hope to trade out of our debts and we must maintain the quality of our assets at a high level. We must seek grants and funding from sources, commensurate with our charitable status.

What are the prospects for 1995?

I think it likely that we shall make a loss

again in 1995, although it will be lower than in 1994. This is because in line with other leisure businesses in the South East, we are feeling the effects of people spending less and our income is running below budget. However, it is some comfort that we are protected against rising interest rates on much of our debt as most of this is now at fixed rates.

Will our debts come down in 1995?

I think that we shall end the year at a similar level to 1994.

Finally, as you have given me such a large number of figures today, can you summarise the 1994 profit and loss statement under a few headings?

Operating income of:-

Fares, Santa Specials, Pullman and charter trains		£350,073
Less train operating expenses		353,818
Gives a deficit of		(3,745)
Profit on commercial (non-charitable) activities		£50,000
Profit on all services and activities before overheads		£46,255
Other income		
Membership subscriptions	£23,911	
Donations and covenants	£28,995	
		52,906
Other costs		
Administration expenses	£32,945	
Depreciation less profit on asset sales	12,651	
		45,596
Gives a profit before interest and exceptional items of		£7,310
Deduct exceptional cost of repairs to embankments and culverts		£27,872
Leaves a profit before interest of		£25,693
Interest on our debts amounted to		£47,638
Which left a loss for the year of		(£21,945)

Jack Hoad

An Appreciation

As the Kent and East Sussex marches steadily through its history since the outset of preservation, it is natural, regrettably, that its earlier pioneers, one by one, will be left behind. And so it transpired this Autumn when one of its earliest, and well liked drivers, Jack Hoad passed away.

The Railway, as a tourist attraction, benefited greatly from Jack. He was the classic 'smiling driver' that children waved to in their hundreds. He loved them and they loved him – immediately.

I first met Jack when I became a regular mid-week fireman in the early '80s. "You come with me Jock," he said in his strong country brogue. "We'll get an interpreter, and we'll get on fine." We did.

"Now then, where are you from?" he'd ask many a group of school children, crammed on the footplate. (I as fireman nearly having a fit, as I shepherded them away from the 'hot bits'). "Hold on tight while we run-round the train. Then your teacher

can have you back, eh?" Back on the platform the quietest little girl was invariably asked if she'd like to stand tottering on the reverser quadrant, and pull the whistle cord. Very few refused. They frightened themselves to bits. They used to write him letters afterwards. He was thrilled. Anneka Rice (when Northiam reopened) and the Queen Mum (when she visited the Cinque Ports) all got the same treatment when he was the chosen driver. The Railway knew he was one of their better ambassadors.

He had another side to him though, that only us, who worked with him closely, maybe saw. He was impatient. Very, at times. Slumbering signalmen and pontificating guards bore the brunt of it. Signalmen (and firemen) had to be quick on token exchanges when Jack was about. Also, a guard stepping from his carriage doorway, sauntering across the platform (so that all the 'audience' could see him) and beginning to unfurl his green flag, never got any further. We were 'off'. We have many fit guards on our Railway, Hoad trained.

Jack was part of the 'old school'. He'd never hang about waiting for a fitter to materialise when something misbehaved. "Come on, hold that, we'll do it for ourselves. Careful now, it's hot," he'd giggle. He never stood watching a cleaner clean either. He was in there with them. "Now then," he'd say to a learner, "keep that paraffin/oil mixture well on the oily side. Your paintwork won't dry out 'flat' then." And, "look, wring out the rag well, before you apply it. The more you put on means the more you've got to take off." Yes, we all learnt quite a lot from Jack, one way or another. We miss him.

(Jack Hoad was born on 20th May 1914 and joined the Railway in 1928; he died at Tenterden on 12th August 1995.)

Iain Pringle



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100 Years of the Rye & Camber Tramway

Tramway Centenary Day, Thursday, 13th July, dawned cloudy before our worst fears were realised as a steady downpour gave the parched countryside a welcome soaking. Meridian Television had learned of our celebrations and their reporter, Antonia Hastings and cameraman George, arrived at Golf Links station at 10.00am. Meanwhile, the rain had stopped, the sun was shining, and Laurie had set up the centre section of his 5.5mm/ft. model of Golf Links station beside the full size original, although the gusty wind did its best to to knock the whole caboodle over! Two enjoyable hours were spent with George busily filming stills from Laurie's newly published book, his model, the real station itself and surroundings, whilst Antonia chatted to the dozen or so people present, before interviewing fellow Rye & Camber Tram enthusiast, Chris O'Donoghue, and Laurie separately in front the camera. Why we were not treated as childish, anorak wearing train spotters became apparent when George revealed that he is involved with the Elham Valley Line Trust at Peene, near Folkestone. For one shot, he sat on the back of Meridian's van as Antonia drove it slowly along the concrete embedded rails from the station towards Rye, a deep pot hole almost dislodging the cameraman from his precarious seat! When it was made known that the bridge across Broadwater Stream was still in situ, the whole party adjourned there for some more filming before Antonia and George returned to the studios in Maidstone whilst the rest of us enjoyed a picnic on the trackbed in the sun beside the Stream. It was but a short walk to the site of the Rye Tram station where, regrettably some had to leave us, but not before photographs were taken for posterity on the mound that had once been the

platform, and we tried to imagine the scene exactly 100 years before when the many locals and distinguished guests gathered around the newly built station. Then at exactly 2.00pm, after the Mayoress' unoriginal words "I declare the Rye & Camber Tramway open!" were repeated, three of us set out on bicycles along the trackbed towards Camber. What a rough ride it was across the corporation field between the clearly defined position of the long since removed iron fencing. At the borough boundary we took to the parallel footpath past the Broadwater Stream bridge and, after making a detour along the road to bypass the large, flooded gravel pit, now the home of Rye Windsurfers, we picked up the course of the Tramway again at the site of the frail house, "Squatters' Right", that had been demolished in 1983. A brisk run along the embankment and we arrived at Golf Links station in just under ten minutes, almost two minutes slower than the inaugural tram! After sheltering from a brief, but heavy shower, followed by a celebratory drink at "The Green Owl", it was back to Laurie's in Camber to see if we were to be featured on the local television news programme "Meridian Tonight", but we were to be disappointed! Just as we had given up hope of becoming television celebrities, Meridian did us proud by including us in their news bulletins throughout Friday, 21st July with an extended version in their 6.00pm programme.

Laurie Cooksey

(Laurie Cooksey's book, *The Rye and Camber Tramway* is reviewed elsewhere.)



Laurie Cooksey (5th from left), camera team and friends outside Golf Links Station 13th July 1995.
(C. Sewett)

the White Hart



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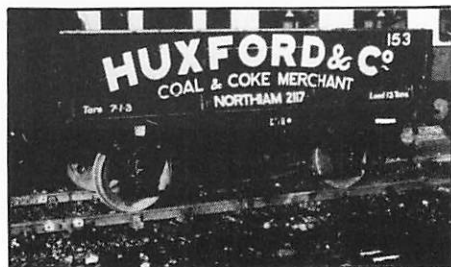
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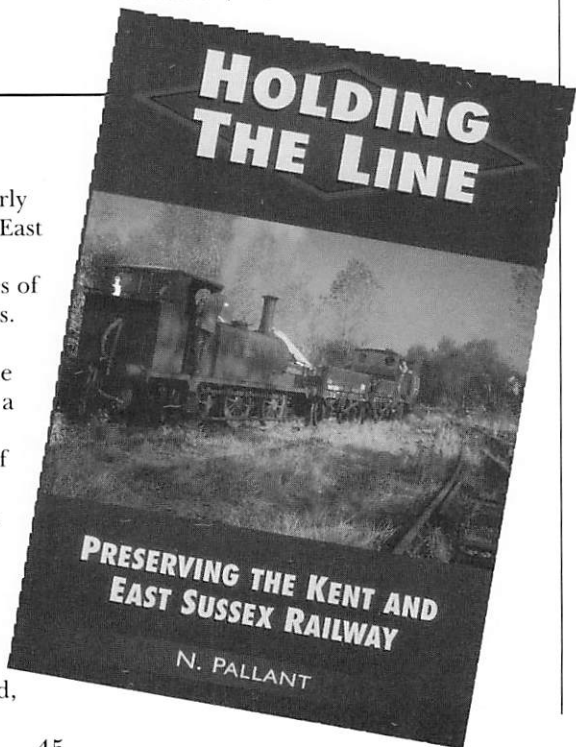
There are still some copies of George Heiron's specially commissioned print available, which depicts locomotive No. 4 and train in the platform at Rolvenden. The timeless emptiness of the Kent and East Sussex Railway prevails. Meanwhile Ford Railbus No. 2 and locomotive No. 1 "Tenterden" are pulled outside the shed. Each print, actual size 65 x 49cm is in full colour, numbered and personally signed by Mr Herion. All proceeds will be donated to the new Colonel Stephens Railway Museum project. The cost is £35 per print, inclusive of postage in a cardboard tube.



Please send your cheque made payable to the Colonel Stephens Railway Museum to The Malt House, 109 High Street, Tenterden, Kent TN30 6LB.

Holding the Line

Nick Pallant's definitive account of the early days of the preservation of the Kent and East Sussex Railway is contained in this book. Bound in hard covers there are 204 pages of text, liberally illustrated with photographs. That the preservation society was able to prevent the line from being torn up in the 1960s is little short of amazing, involving a small and under funded organisation taking on the full might of the Ministry of Transport. As a special offer for Christmas the price of this book has been reduced from £14.99 to £9.99, or £11.49 inclusive of postage. Obtainable from the Colonel Stephens Railway Shop, Tenterden Town Station, Tenterden, Kent TN30 6HE. Cheques payable to Colonel Stephens Railway Enterprises Ltd,



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