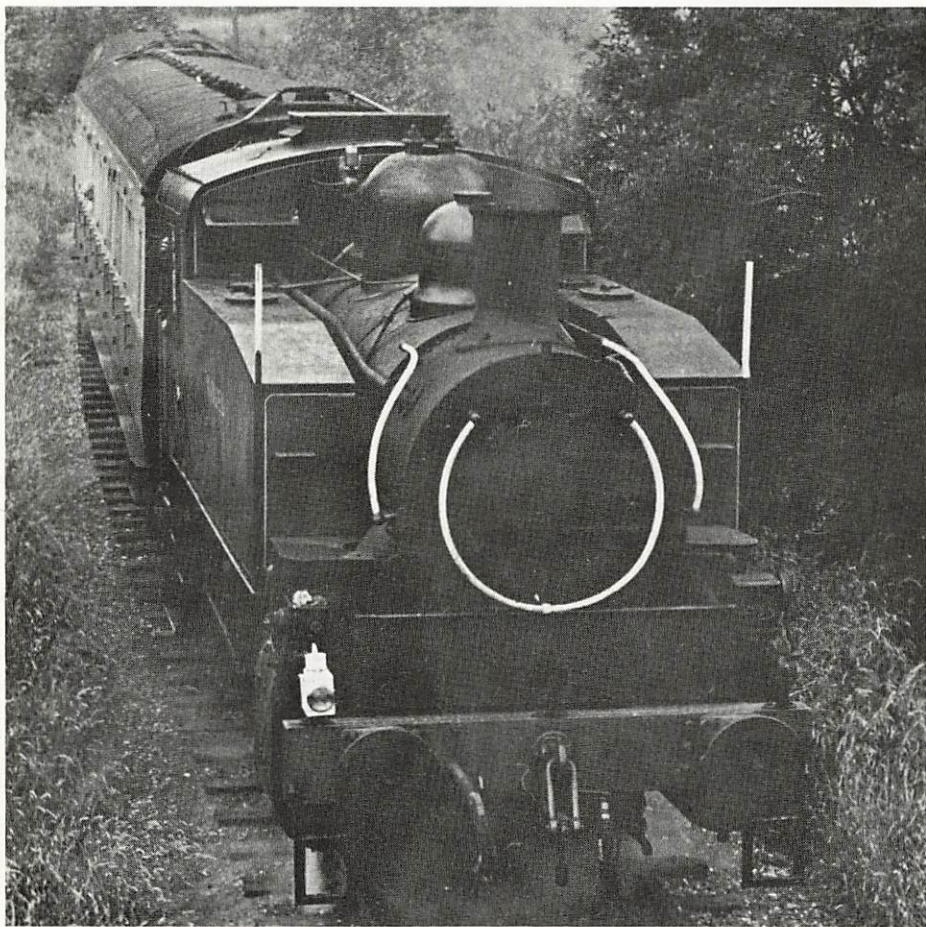


The Tenterden Terrier



Number 8

Winter 1975



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)

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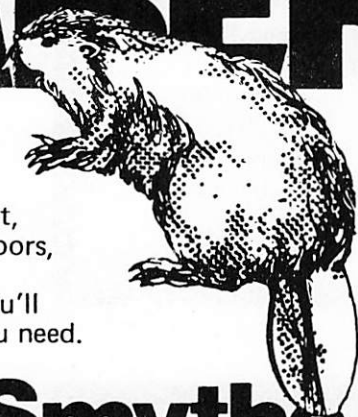
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Editorial

MONEY AND ALL THAT

The Tenterden Railway Company Ltd recorded a surplus of income over expenditure amounting to £1445 in 1974, its first operating season. This is a modest enough achievement and as the Chairman noted in his report accompanying the accounts, "has allowed for little to be re-invested in restoring the 7¼ miles of railway which still remain derelict". Until comparatively recently, any new railway preservation project appeared to be assured of instant financial success, but in the current economic climate the realities are very different. Nevertheless, the proliferation of new schemes continues unabated, many involving hundreds of thousands of pounds. Do the promoters of these schemes really study the economics of railway operation before launching forth with their ambitious prospectuses?

1975 is proving to be an even more difficult year for the Kent & East Sussex Railway, but the most pressing need is also a comparatively modest one. £7000 is required for the Newmill Bridge project by next March if the Railway is to reopen to Wittersham in 1977. This is equivalent to a mere £5 from every Company member. Surely this is a small sacrifice that everyone will wish to make to enable us to take the next leap forward?

FRONT COVER

Maunsell on the bank, July 1975

[Photo Chris Mitchell]

Operating Notes

Compiled by Mark Yonge

Locomotives

Mike Hart reports that the motion of Errol Lonsdale (No 25) has been stripped down for overhaul. It is expected that the locomotive will be running again within a few weeks when repairs have been completed, including the retubing of the axleboxes. Retubing is anticipated after the 1976 season. Sutton (No 10) has been repainted by David Dine and Cathy Artlett and nameplates have been fitted, combining the Borough of Sutton crest. Sutton was due to return to service in October. Bodiam (No 3), our other terrier, will be used as a standby engine in 1976, pending heavy repairs. The Norwegian Mogul (No 19) was also scheduled to return to service in October, following the replacement of the 6 boiler tubes in the superheaters. Rick Edmondson has undertaken to carry out repairs to Hastings (No 15) and the boiler has been removed for survey and may be sent away for repairs. The boiler from Pride of Sussex (No 11) returned from Midway College of Technology on 27th September, following overhaul, but work remains to be done on the motion and it is not anticipated that the locomotive will enter service for at least 18 months. The Robert Stephenson saddle tank (No 56) will be fitted with vacuum gear this winter so that it can be used to haul some of the (heavier) Sunday trains in 1976. The Worth Valley Railway has 3 similar locomotives and finds them reliable and powerful. Arthur (No 17) has been in use on some of the heavier works trains, including the last steam working over Newmill bridge prior to its demolition. No 16 (the B.T.H. Diesel) is now stabled at Rolvenden and it is hoped that time may be allocated to effect repairs so that this potentially valuable locomotive can be put back into service. Our other diesel, the Ruston, has been used on some of the lighter works trains. The S.R. brake van has been fitted out as a breakdown wagon and is kept permanently at Rolvenden.

Carriage and Wagon

Alan Castle reports that 11 doors and 40 droplights from a L.&S.W.R. 3 coach electric unit have been purchased and will be utilised when restoration work commences on the L.&S.W.R. first/third composite coach No 62. Work is progressing on "Birdcage" coach No 61, both externally and internally.

In addition, the department has been kept busy with routine work, such as brake adjustment, battery charging on the Wines & Dine set and other essential tasks on the regular coaches. As always, volunteers are needed, especially those experienced in trimshop work, as this is a skill that will be badly needed in the months to come.

Permanent Way and Clearance

Derek Dunlavy reports that since the extension of the operating section to "Popes Cottage" on 18th May, work has been concentrated on re-sleeping the following half a mile of track to Newmill bridge in anticipation of extending the operating section to there in March 1976. 800 sleepers have been laid so far and a further 300 are due to be laid shortly. The next stage of re-sleeping will be the section from Newmill bridge towards Wittersham Road, to join up with a section that was laid last winter. The metal sleepers which are at present stored at Wittersham Road will be used, together with a further 600 which will be recovered from the Bodiam to Junction Road section. Several weeks ago, a works train ran from Bodiam to Wittersham Road with sufficient rail to enable the London Group to construct a passing loop at the latter station. On the clearance side, John Miller reports that his department is now concentrating its efforts on the final approaches to Wittersham Road station and that the section known as the Oxney Straight is now well behind them. During January and February 1976 it is planned to "spot clear" undergrowth on the operating section in preparation for the 1976 season. In March, attention will be given to the Northiam to Bodiam section in preparation for spraying in the spring. This will include removing the worst of the overhanging branches and bushes. Members of the Maidstone Group have successfully cut back bramble growth on Wittersham bank with an electric hedge trimmer powered by a portable generator loaned by John Liddell. Boris Perkins has managed to get the hayter cutter through the Junction Road to Bodiam section and it is also hoped to spray this section in 1976 so that the track can be retrieved when needed.

Civil Engineering

Malcolm Simmons reports that the main problem

being tackled by his department is that of the Newmill Channel, Hexden Channel and River Rother bridges. A satisfactory agreement has been reached with the Southern Water Authority concerning the reconstruction of the Newmill and Hexden bridges and we will be providing structures with a longer span and higher soffit level to accommodate flood works being carried out by the S.W.A. The latter's contribution to the improved structures will be in the form of steel sheet piling for the bridge abutments. As reported elsewhere, work at Newmill has already commenced, before the start of the flood season. The resources of the Junior Leaders Regiment R.E. have been sought and several tasks are being undertaken by them as training exercises. These will include the construction of reinforced concrete pile caps for Newmill bridge, the re-vetting of the slipped cutting between Rolvenden and Cranbrook Road and the re-grading of the formation at a subsiding culvert between Newmill and Wittersham Road. The squadron is also tackling a number of smaller tasks under the leadership of Lt Philip Merry and Lt David Kirby. Major Cyril Hastings is the Squadron's Commanding Officer. Negotiations are in hand for the acquisition of a suitable secondhand superstructure for Newmill bridge and the feasibility of using Nathan Way beams for Hexden bridge is being investigated. Apart from the 3 bridges already mentioned, there are 13 smaller bridges (structure with 3 feet or greater span) and some 62 culverts along the line. All these structures are being inspected and a programme of maintenance and repair is being drawn up.

Signals and Telecommunications

David Yorke reports that the annual S&T working week was held from 18th to 26th August and was well attended. During the week Steve Whiteman and some of the younger members removed the redundant trap point from the sidings at the north end of Tenterden yard and replaced it with a length of plain track. One blade of the trap point was installed on the loop at the south end and will, when the signalling is commissioned, allow the loop and the platform road to be occupied simultaneously. Other jobs carried out during the week included the completion of the interlocking of the lever frame and the laying of a length of rodding under the road surface of the level crossing to operate the gate lock on the Rolvenden side.

The Tenterden advanced starter is now complete and the platform starting signal is ready for final assembly. Ron Collett has begun work on the main post for the bracket home signal and 2 shunt signals have been installed. Work on the signal box lead-way and rods is progressing slowly as this job has involved more work than was originally anticipated. The first series of rules classes for signalmen ended earlier this year with the successful passing out of 6 signalmen. Any members wishing to attend one of these courses should contact Steve Whiteman at Tenterden. Frank Davis reports that central telephone equipment has been installed and commissioned in the new telephone hut at Rolvenden. Booster units have been incorporated in the equipment at Rolvenden and Northiam to improve the reliability of the code ringing on the long line between these locations.

General Acknowledgements

We should like to thank Mr and Mrs Savill of Boxhurst Farm, Sandhurst, for the gift of a 20 ft x 30 ft sectional wooden shed. This will be erected at Tenterden and used as the Carriage and Wagon workshop. We are also grateful to Mr N Bryant for his donation of 400 roofing slates. These will be used in the construction of the second signal box, which is now in the planning stage.

News from Area Groups

London. The Group's main effort has been concentrated at Wittersham Road station. A large area of waste ground at the Rolvenden end of Wittersham has been drained, a large trench has been dug across the line to release an accumulation of foul water and a new culvert has been constructed as part of the new drainage scheme. The earthworks for the new loop have been completed on the Rolvenden side of the P.W. hut and in due course ballast will be added, prior to track laying.

Maidstone. Since the last report, open meetings have been held on the last Thursday of each month and attendances have been well maintained. A wide variety of railway films and slides have been shown, varied by interesting talks including one on signalling. Further monthly meetings will be held, except during December. The window display has moved through Tenterden, Ashford and Hythe and may shortly be seen at Canterbury. A jungle bashing party was arranged for 17th September and despite the almost continuous

rain, 4 stalwart members cleared $\frac{1}{4}$ mile of undergrowth.

Surrey. The Surrey Group has had a busy year attending some 15 events with sales and publicity stands. Attention is now being given to the 1976 season with event bookings and ideas for new sales lines. Organisation of the annual Holy Trinity Halls exhibition in Guildford is under way and it is hoped that the event will be the best and most financially successful yet. The date of the exhibition is 13th March. A problem that faces any group involved in sales and publicity is finding suitable venues. The Surrey Group is no exception and if any reader knows of any events or rallies that could be attended would they please contact Richard Halton on Aldershot 312276. Our thanks to all who staffed the stands throughout last year; their efforts are greatly appreciated.

Tunbridge Wells. The Group has so far this year had a very successful rally season and its finances are in good shape. The accounts are likely to show that 1975 is beating all previous achievements. A membership drive is also showing results; 8 new members have been recruited over the last three months and coverage is being extended to include the Tonbridge area. As many events are attended in and around Tonbridge it is felt that these company members should also be invited to participate in monthly meetings at Tunbridge

Wells and should receive copies of the Group's magazine "Streamliner". Rallies attended during the last 4 months have included the Bluebell Railway, Hadlow Down Traction Engine Rally, Romney Hythe & Dymchurch Railway Open Day, Pembury Grange Fete, Sandown Court School Open Day and Polegate and Edenbridge Traction Engines Rallies. Future venues include Penshurst Place Traction Engine Rally, Bluebell Railway Vintage Sunday, Didcot G.W.S. Open Day and Hadlow Down Steam Organ Festival. The main activity for the Group in August was the demolition of the wooden building from Borth which it had purchased for the future booking office/sales shop at Wittersham Road station. The actual demolition of the building took place between 16th and 22nd August and not May/June as previously reported. Demolition was a slow process, as the roof consisted of asbestos panels nailed to the wooden cross members underneath. Each panel was overlapped by the next and the joint protected by felt lagging. The vital piece in the roof was the 20 foot long ridge beam, weighing almost 2 cwt, which was removed in one piece, but only after tiresome removal of the strengthening beams to the cross members. The demolition of the walls into weatherboards and internal planks was easier. Rare additions to the building are 2 beautifully carved finials which will be reinstated. Removal of the parts from Borth to Wittersham took place in mid September.

The 'Colonel Stephens' Railway Museum

A resumé of recent progress

Provisional agreement has been reached with the Tenterden Town Council for space in the forthcoming Tenterden Museum to be allocated to a "Colonel Stephens" Railway Museum. The museum building itself is situated at the top of Station Road, at the back of the car park and was at one time owned by the old Railway Company and housed the horse bus. A number of important relics have been accumulated and include travel passes issued to Colonel Stephens by pre-grouping railway companies, a number of Stephens' personal possessions, including his camera, his medals, his watch chain passes for his own railways and many old photographs and drawings recovered from the offices at Salford

Terrace, Tonbridge. Other equally important items have been promised and will be added to the collection in due course. Most of the material has been donated by Mr William Holman Austen, son of Mr William Henry Austen, the former General Manager of the Kent & East Sussex and other railways within the Stephens "Empire". The Directors of the Tenterden Railway Company and the Archivist would like to express their sincere thanks to Mr Austen for his generosity and although the museum is unlikely to be open to the general public for some time pending building alterations, it is hoped to arrange occasional viewings for Company members during 1976.

A Spot of Bother at Tenterden Town Station

Driver, Norman Denty, recalls a recent mishap with locomotive No 19



[Photo David Matthews]

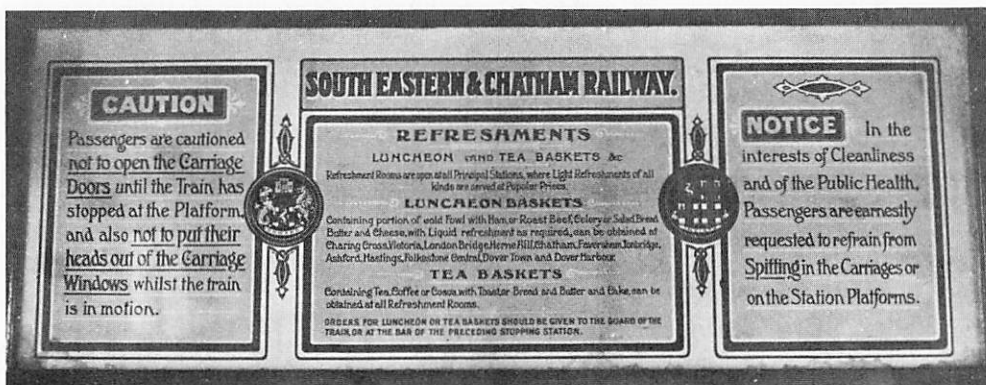
The Railway's first engine failure since reopening happened on Saturday, 5th July. I came on duty at Rolvenden at 3.40pm and worked No 19, which was heading the 3.30pm train, back to Tenterden. The engine was run round and coupled up in readiness for the 4.30pm departure, which was fully booked. At about 4.18pm there was a loud bang, followed by steam and smoke entering the cab by way of the fire-hole door. The water level in the gauge glass started to fall alarmingly and the steam gauge pointer began to move towards zero. I put on the injectors to try to maintain the water level in the boiler, but a boiler tube had burst and it was impossible to even move the locomotive. Fireman, Brian Muston, was sent to Rolvenden by car with the "staff" in order to summon relief locomotive No 3 and in accordance with Kent & East Sussex Railway rules, detonators were put down on the line, 100 yards from Tenterden station, to protect the disabled train in the platform.

My main concern was that that the firebox crown plate would become uncovered through lack of water in the boiler and hence damaged, but in the event, most of the water from the boiler entered the firebox by way of the burst

tube, which in turn almost put the fire out. "Off duty" fireman, Chris Mitchell, was at hand and dropped the fire into the ashpan; fortunately No 19 has a lever which opens up part of the grate area. Within 20 minutes the boiler was empty and the steam gauge almost at zero. The explosion of detonators heralded the arrival of No 3 and driver, Colin Edwards, and fireman, Paul Wilson, came over to give us assistance. The 4.30pm train left Tenterden at 4.50pm, with No 3 piloting the now "dead" No 19. At Rolvenden, No 19 was shunted off and the train proceeded with No 3 to the limit and back to Tenterden, arriving only 20 minutes late. I was pleased that we had maintained our tradition of never having had to cancel a scheduled steam train.

Later, I examined the disabled locomotive with Mechanical Department Manager, Mike Hart. We could see that one of the 6 small tubes next to the larger flues had split. As the superheater tubes are inside these large flues, the 6 tubes were left in place when the locomotive was re-tubed last year, as replacement would have meant taking out the superheaters. However, the work has now been put in hand and No 19 is likely to be back in service before the season ends.

Restoring a Chatham 'Birdcage'

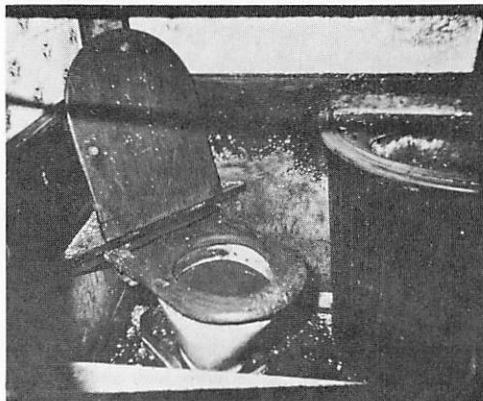


[Photo Chris Mitchell]

In 1970, when the War Department decided to dispose of the 2 South Eastern & Chatham Railway "Birdcage" carriages, which had been in use on the Longmoor Military Railway since 1943, they were purchased for the Kent & East Sussex Railway. The two vehicles, originally part of a three carriage set, were built at Ashford Works and put into service in December 1910. The set details are shown in Table 1. The S.E.&C.R. built 60 of these carriages (marshalled into 20 identical 3-car sets) for its outer suburban services between 1910 and 1911 and all but 8 of them were ultimately transferred by B.R. to the Isle of Wight in 1948/49, where they remained in service until the end of steam on the Island in December 1966. The nickname "Birdcage" was applied because of the elevated guard's look-out, which was built over each brake end and gave the outer vehicles a very distinctive appearance. The roof elevations were removed from the Isle of Wight stock to provide the necessary clearance for the Island's loading gauge and other modifications were made, including the fitting of the Westinghouse automatic air brake in place of the original vacuum brake. In this altered form, 3 carriages remain on the Island to this day, under the auspices of the Wight Locomotive Group.

Waterproofing the roof was the first task to be tackled, to stop water entering the very ornate ceiling light globes. After dark, these fittings can cast eerie shadows in the compartments when the bulbs are immersed in water, an effect heightened by the motion of the train. The task of restoring the external surfaces of the carriage has been quite considerable. It first involved renewing the galvanised steel sheets that had been screwed over the wood panelling and replacing the rotted timbers caused by water collecting between the steel sheets and the woodwork. Many coats of "Longmoor Blue" paint had to be removed and underneath this were found traces of "Southern" lined green. The original Southern Railway set number (552) was found under several coats of paint in the guard's brake and the carriage numbers behind the seat backs in the compartments. The doors are very sound, fit well and contain the original handles, although slam locks have been fitted at some stage. The droplights have, however, suffered wear and tear over the years. The advertisement panels inside the

The 2 vehicles at Tenterden, happily, still retain their birdcages and are largely in original condition, although on No 61 the original axle boxes have been replaced by ones of a Southern Railway design. They have been numbered 60 and 61 in the Kent & East Sussex stock series and No 60 is in revenue earning service, although not fully restored. No 61, a lavatory brake composite, is being restored at present and as the work has to be done in the open, much of the effort is being concentrated on the exterior this summer, leaving interior work for the winter months.



[Photo Alan Newble]

compartments have been boarded over and when these were uncovered, many interesting prints were found, including wartime blackout notes, Southern Railway maps and South Eastern & Chatham maps and posters, one of which is illustrated. These will all be reinstated in the restored vehicle. Items missing from the compartments are the large, brass steam heat control handles which were presumably removed by the Army when steam heating was taken out. It is proposed to reinstate steam heating so that the carriage can be used during the winter months. An interesting point noted in the construction details is that the second class compartments are 6 ft 6 in wide, making them 6 in broader than their third class counterparts and the thickness of the partition is $1\frac{1}{4}$ in instead of $\frac{7}{8}$ in. When built, the upholstery in the second class would have been deeper, with armrests fitted. The S.E.&C.R. provided lavatory facilities on the train for certain second and third class passengers, providing that one joined the appropriate compartment at the start of the journey. The 2 lavatories in No 61, one serving a single second class compartment and the other a third, were blanked off when the carriage arrived at Tenterden. This was probably done in pre-Longmoor days and during restoration both were uncovered. The fittings in both are still in situ and the interior of the second class lavatory is shown in the illustration. Whether the wall decoration (a green and yellow floral design embossed on a metal lining) and lincrustre ceiling is of Chatham or Southern origin is not known and the writer would be interested to hear from any reader who can positively identify it. Although the lavatories have had to be blocked off again, they have not otherwise been disturbed.

[Photos Chris Mitchell]

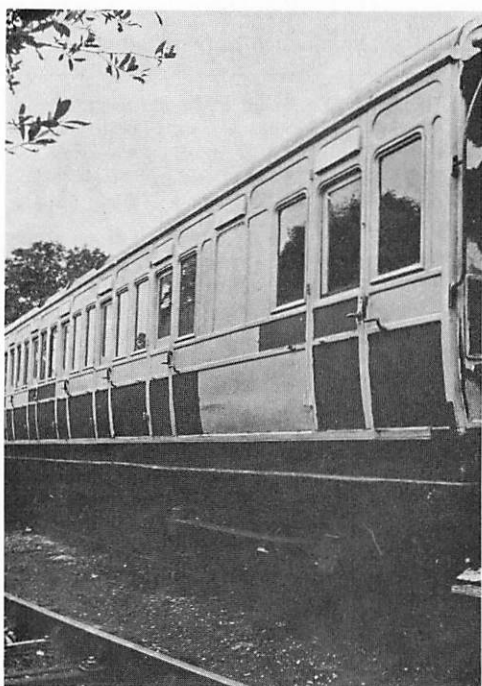
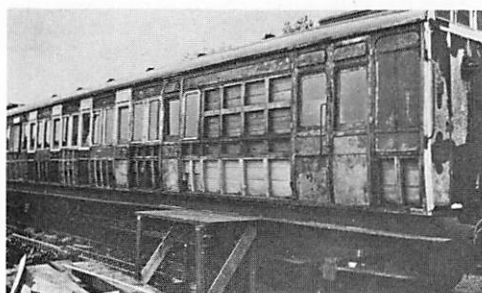


Table 1
S.E.&C.R. "Birdcage" Set No 113 (S.R. Set No 552)

	S.E.&C.R. Carriage No.	S.R. Carriage No	K.&E.S.R. No	Compartment Arrangement	Comments
Brake Comp (2nd/3rd)	1106	3388	60	Van TTTTTTS	To K.&E.S.R. 1970
Lav Comp (1st/2nd)	1093	5398	—	SFFL(2)FFSS	Scrapped at Longmoor c.1966
Lav Brake Comp (2nd/3rd)	1100	3368	61	VanTTTTT L(2+3)S-	To K.&E.S.R. 1970

When structural repairs have been completed, the exterior will be repainted in Kent & East Sussex "Chocolate" & "Oasis" livery. The interiors will be finished in "Tabac" (gingery brown) with the exception of the matchboarding above the seat backs, which will be natural wood with clear varnish. The ceilings will be painted gloss white and the frames around mirrors and advertisement panels french polished. Fortunately the

upholstery is in good condition and will need only minor renovation.

It is hoped that No 61 will be back in service in 1976 when it will, undoubtedly, be one of the most interesting vehicles in regular use on any railway in this country today.

Alan Castle

From our Ticket Collection

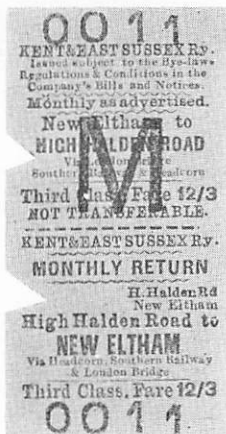
Spotlight on a South London suburb

The subject of the ticket article in this issue illustrates a number of interesting features of fare collection on the Kent & East Sussex railway and also poses a question on the subject of which I would be pleased to hear from any reader who can shed light.

Dealing firstly with the ticket itself, it is a vertically printed Edmonson variety on green card and was printed for the K.&E.S.R. by the Southern Railway, although it bears the "Kent & East Sussex Ry" heading which indicates that it is a genuine pre-nationalisation ticket unlike the specimen in my previous article "Under False Colours". It may not generally be known that although the old company printed its own tickets at the Rolvenden printing works, it had extensive arrangements to issue through tickets on to the main line railways and these were often printed for the company by the Southern Railway. Our specimen this time can be dated approximately to the period 1940-1947, which is when this

particular design was in use on the Southern. So far, so good — this is a perfectly straightforward example of a through ticket printed by a "foreign" company for use on to its metals from elsewhere. The mystery arises when we examine the destination involved. Now, printed tickets to popular destinations such as Hastings and Folkestone were quite common, but whenever a ticket was required for less usual places, the normal practice was to use a "blank" in which only the originating station was printed, the destination being completed by hand. In the case of our subject example, it is difficult to imagine that the trains from High Halden Road were ever packed with hordes of passengers travelling to New Eltham. Indeed, the ticket shown here was never issued and since it bears the number 0011 no more than the first 10 can ever have found their way into passengers hands. Was there once some scheme to transfer the population of the little Kentish village to the suburbs of London? Did the railway print the tickets in anticipation of a development which never materialised in the same way that the big 0-8-0 tank engine "Hecate" was purchased for use on the never-to-be-built Maidstone extension? Possible, no doubt, but more likely that this was just another of those curious eccentricities for which the Kent & East Sussex was so famous.

Robin Doust



Note. The Company's timetable for October 6th 1947 shows that the shortest passenger journey time between High Halden Road and London was 2 hours 5 minutes. In addition to this, the journey to New Eltham would have taken about 20 minutes, always assuming that one could make an instant connection. Hardly a suitable method for commuting 45 miles! — Ed.

Wining & Dining on the Kent & East Sussex



[Photo Chris Mitchell]

We must be unique in preserved railway circles, in offering "Wine & Dine Specials" on alternate Saturday evenings throughout the summer months. We are certainly most fortunate in having two lovely Pullman cars in which to entertain our guests, but it was with some trepidation that I arranged for a party of 14 to sample the first 1975 "Special" on 5th July. As a largely voluntary organisation, would we be able to offer 44 members of the public a four course dinner representing value for money at £4 per head? First impressions are always important and my initial fears were quickly dispelled when, peering through the windows of Pullman "Barbara" it was apparent that our tables had been meticulously laid. White table cloths, printed menu cards and table napkins, attractive floral arrangements, all combined to give a favourable impression and the "Pullman Bar" was equally well arranged and obviously well stocked.

Promptly at 7.45pm "Bodiam" gently descended the bank and within seconds, waitresses appeared with hot soup. Fresh cold salmon or cold beef and salad followed, whilst our "Maitre de Train",

Donald Wilson, went up and down the gangway ensuring that our wine glasses remained filled. Before long the train reached the "limit" and here we remained for some time, in a truly rural setting with just a few cows nearby, curious to see what was going on. Strawberries and cream followed the main course and then a selection of cheeses. Coffee was served as the train came back to Rolvenden and we then returned to the limit once more, as the sun was setting, to enjoy our liqueurs.

Time no longer mattered as "Bodiam" climbed the bank back to Tenterden and as we drew into the station, it seemed to have acquired a completely different character from daytime, with the brightly lit platform and signal box. Our thanks to Catering Manager, Terence Mann, and to everybody who contributed to such a memorable evening; my only criticism — it was too cheap a price to pay!

John Liddell

Wine & Dine specials will be resumed on the Railway next May.

The Challenge of Newmill Bridge



[Photos Chris Mitchell]

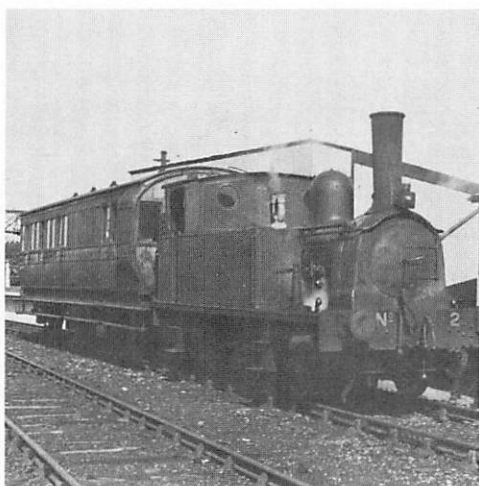


If all goes according to plan, train services will be extended to Wittersham Road Station in March 1977. A tremendous amount of work will be needed to achieve this target including the replacement of 2000 sleepers. However, the most challenging task is the complete rebuilding of the bridge over Newmill Channel. The old bridge, illustrated in these photographs, has now been demolished and new abutments installed, consisting of sheet piling with concrete caps. It is intended that a second-hand Callender-Hamilton superstructure will be established in Spring 1976. The capping of the abutments and erection of the superstructure is being carried out by "B" Squadron of the Junior Leaders Regiment, R.E., based at Dover. Members of the Company will be working throughout the winter replacing sleepers up to the bridge and raising the track several

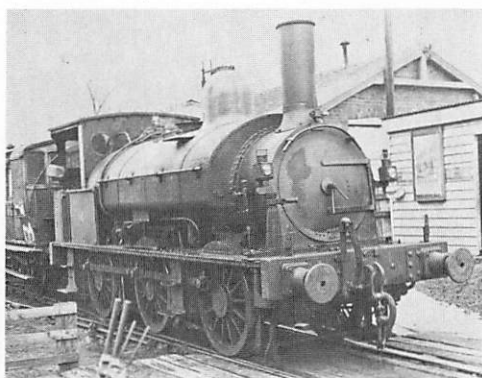
feet. An artist's impression of the new bridge is shown above. It will be higher and wider (total span 60 feet) than the old one to improve the flow through the Newmill Channel and is probably the largest bridge to have been designed and built by a preserved railway. Substantial savings in cost have been made by engaging the Junior Leaders' assistance and liaison with the Southern Water Authority, but the cost of the superstructure and other materials will amount to £7000. In order to meet this commitment a Bridge Fund has been opened and will close on 29th February 1976. Contributions are invited from anyone interested in helping us to reach Wittersham Road and if the work is to be completed it is essential that the target sum is achieved by the closing date. Further details may be obtained from the Company Secretary.

I Remember...

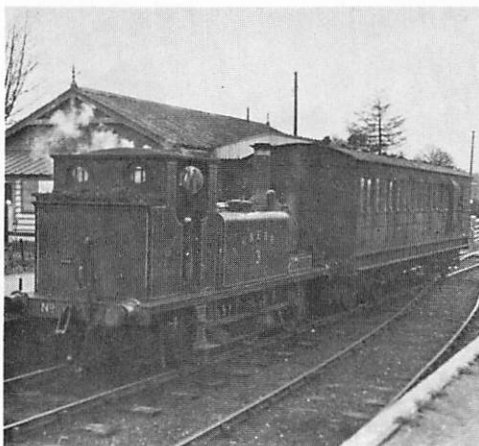
Dr Ian C Allen recalls memories of the K.&E.S.R. extending over 40 years and fulfils a boyhood ambition
Photographs by the Author



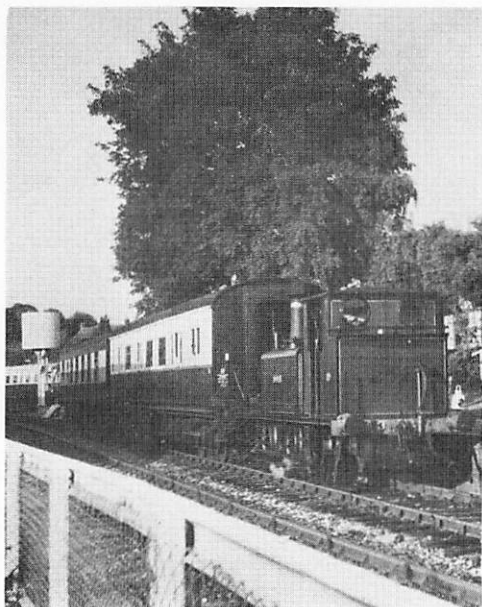
No 2 "Northiam" at Headcorn in April 1932



No 4 at Tenterden Town in March 1934



No 3 "Bodiam" at Tenterden Town in 1935



No 3 "Bodiam" heads the Wine & Dine Special, 2nd August 1975

The Kent & East Sussex Railway was very difficult to reach from Sutton where I lived as a boy. One could cycle to Redhill and get a 3/6d day return to Brighton but Tenterden was

another matter. However, in April 1932 I cycled to Redhill and got a very early train to Headcorn where 2-4-0T No 2 "Northiam" was waiting with one L.S.W.R. six-wheeler.

On arriving at Rolvenden I was disappointed to see only No 1 "Tenterden" and one of the Ford railcars visible. As on all the Colonel Stephens railways, security was very rigid and I nearly got arrested when I took a photograph. It then became very wet and as it was a Monday morning the train filled rapidly — finally there were about six people standing in each of the three compartments as the guards compartment was so full of parcels and bicycles that there was no room for passengers there. The ticket for my bicycle was printed "Rother Valley Railway" and I still have two in my possession.

In March 1934 a chance visit one Saturday afternoon found the Beattie saddletank on the afternoon train to Robertsbridge. I think this was an extra Saturday train because the Royal Saloon had been used on account of it being the only available vehicle which could be lit for the return journey. The running of the Royal Saloon was magnificent. It must have been built as a very special job and I can still remember its solid comfort. The only other solid coach that remotely resembled it was a 1st Class L.N.W.R. 8-wheeled coach which I sampled on the Midland & Great Northern Joint in 1951.

By 1934 locomotive No 3 which had been derelict on my first visit was beginning to re-emerge. A fitter came in his spare time from Brighton every weekend so it was a lengthy process taking about 18 months. I can remember him saying what magnificent materials Stroudley had used. No 3 was in traffic by Spring 1935 and for the next three years the services to Robertsbridge were worked by No 3 and No 4 and the Headcorn services by No 8. No 4 was usually used for the heavier mixed trains.

Last August, I visited the Railway again, on one of the wine & dine specials and what a memorable occasion it was. I shall never forget arriving at Tenterden on that glorious evening to find that No 3 was to have the train — I had so hoped that it would be her; and then the consummation of a boyhood ambition — to travel in the complete comfort of a first class pullman. I shall never forget that glorious sunset down the track — apparently miles away from anywhere, with no house, road or car visible. It cannot have been easy to produce such a good dinner; everybody was so cheerful, flowers on the table, spotless silver and glass and the excellence of the meal. After such an evening I am now applying for membership.

Plant Maintenance on the Railway

Boris Perkins explains the workings of a vital service department

It has been said that for every pilot commanding an aircraft, there are fifteen people on the ground keeping him flying. This is equally applicable to the Kent & East Sussex Railway, where the steam hauled trains provide the main attraction for our passengers. I would like to outline the contribution which one small section makes to the running and rebuilding of the Railway.

The Plant and Machinery Department refurbishes, maintains and, quite often, operates equipment which makes certain jobs on the Railway easier and others possible. Locomotives consume coal by the ton and to accommodate this some of the bunkers require a lift of over twelve feet above rail level. This job can be completed easily in about half an hour with our Weatherill 12 H loading shovel. This machine, built in 1963, was purchased four years ago with money subscribed by the working members, and has only been out of service during two

weekends since the Railway opened. The anguished cries of the hand coalers on that occasion have meant that the imminent major overhaul must be undertaken without interrupting its normal duties!

Our largest machine is a Smith, rail-mounted, self propelled crane which has a 45 feet jib capable of lifting five tons at minimum radius or one ton up to 38 feet from the track. It was built in 1935, for McAlpines, and was powered by a vertical, coal-fired steam boiler which was converted to oil-firing in 1946. Since 1962, it has operated with a Ford Major diesel engine which is, admittedly, not so authentic but has the undoubted advantage of instantaneous availability. Following delivery to the Railway in 1971, it has done a multitude of jobs ranging from erection of the water tower at Tenterden to removal of all the spoil from bridge 2330 at Rolvenden when the abutments were strengthened for service running. In September 1974, the

dreaded moment arrived when the wire ropes had reached the end of their useful life and the crane was out of action. Happily, the specialist firm of Martin Black (Wire Ropes) Ltd kindly donated a free set, worth several hundred pounds, and thus saved the day. While awaiting these replacements, we took the opportunity to recondition the machinery, replace parts of the wooden cab and repaint everything. The great day came, in May, when the jib towered once more over Rolvenden Yard and, resplendent in its new yellow and black livery, "Cuthbert" was ready for action once again.

Transport for permanent way maintenance throughout the line is provided by three Wickham trollies and three trailers. Two are Model 27's purchased by the Army in 1955 for use, as fire engines, at Bramshall near Uttoxeter and Pontrilas near Hereford. Power is provided by the Ford Popular 10 H.P. side valve engine fitted with an extra reversing gear box so that the performance is the same, regardless of the direction of travel. One of these trollies took part in the classical chase in the film "The Great St Trinians Train Robbery", something which we have not yet repeated on our tracks! After their arrival in 1969, both machines were, unfortunately, vandalised but now that they have been repaired and fitted with suitable security devices, they have ensured a continuous service since the Railway opened. Our oldest machine is the third Wickham Type 17 which was supplied to the L.N.E.R. in 1934. This covered many miles during the early days of the preservation movement, running the weekend shuttle service between Robertsbridge and Rolvenden for the working members. When this ceased, it fell into disrepair and seemed destined for the scrap heap. The engine, a 1393 cc V-twin cylinder JAP type, has now been rebuilt and all corroded panelling replaced, so it should be doing some useful work by the time this article is published.

With the sleeper replacement programme gathering pace this year beyond the present operating limit, our attention was drawn to a completely derelict chair bolt screwing machine purchased from B.R. about seven years ago. Now refurbished, it is relieving the permanent way gang of much back-breaking work involved in fixing the rail chairs by hand spanner. To give some idea of the time saved, the single cylinder JAP engined Matissa can tighten the 108 screws fitted to a 45 feet length of track in only eighteen minutes with one operator.

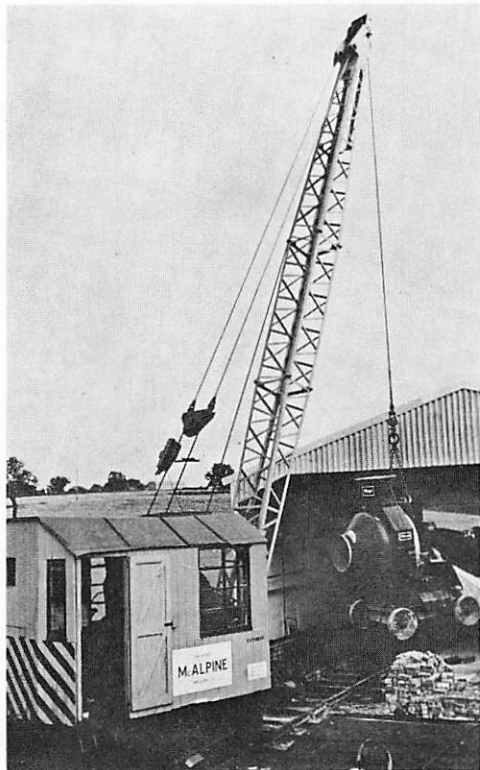
Finally, I would like to mention our Hayter lawnmower which, mounted on the front of a

flat trolley, has battled its way through the jungle which until recently existed between Wittersham Road and Bodiam. During the past four years, we have made all the track accessible once more, albeit not to full locomotive clearance gauge. An example of the problems involved was a four hundred yard stretch near the Hexden Channel which took 100 man-days of hacking before we could get through. Since the initial clearance was completed in 1972, the Hayter has run 350 miles just to keep the summer growth at bay. Without this machine, none of the many stock moves reported in previous issues of this magazine could have taken place and the weedkilling operation this May covering all our track would have been impossible.

With the tremendous effort still necessary to reach our goal at Bodiam, it is clear that mechanisation can make a significant contribution to the rate of progress. If any reader has items available which they think may help the Railway, I would like to hear from them.

"Cuthbert"

[Photo Chris Mitchell]



Jottings from a Tonbridge Notebook

The administration of Colonel Stephens' Railways was carried out from offices at 23, Salford Terrace, Tonbridge, whence he and his staff would sally out on tours of inspection noting what needed to be done on each of the lines in which the Colonel had an interest. Amongst documents that have recently come to light is a notebook belonging to one of the Colonel's staff, Jimmy Ashworth, in which he recorded his observations of work in hand on the Kent & East Sussex in the early months of 1907. The entries show clearly the variety and extent of the tasks that were involved in running even a light railway and make an interesting comparison with the tasks faced by today's volunteers.

"FEBY 11/07 WADE. LIFT No. 2 & PUT STRIPS OF WHITE METAL IN BRASSES - TRY CENTRES OF BOXES FOR SQUARE." Considerable attention was being given to the locomotive stock at this time and only the two "Terriers", No 3 "Bodiam" and No 5 "Rolvenden", seem to have been serviceable. Both of the small Hawthorn Leslies, No 1 "Tenterden" and No 2 "Northiam", appear as receiving attention to bearings and motion whilst No 4 "Hecate" was awaiting the repair and replacement of its vacuum brake ejector. The other item of motive power, No 6, the steam railcar, was laid up awaiting repairs and parts for its boiler.

"FEBY 11/07. BRENCHLEY WAS DROWNED OUT OF THE WELL AT TENTERDEN YESTERDAY THE WATER COMING IN FASTER THAN IT COULD BE GOT OUT." Fortunately the "drowning" was figurative! This entry was one of a series relating to the digging of the well at the north end of the loop platform at Tenterden and the erection of a wind pump to draw water from it. Similar pumps already existed at Robertsbridge and Headcorn though the latter was out of action at this time with a broken clack. The provision of his own water supply was a typical Colonel Stephens' economy.

"FEBY 11/07. FRENCH REPORTS TWO FEET OF WATER UNDER HIS CABIN. I DROPPED A NOTE TO TIMSON TO OPEN OUT AND CLEAR THE DRAINS." Throughout its life the K.&E.S.R. was plagued by flooding and this extract is but one of many references to this problem. Elsewhere on the line Ashworth frequently has to report slipping banks and blocked culverts. Orders for ash to make up washed-out ballast and platform surfaces are frequent.

"MARCH 14th 1907. I WENT WITH BRENCHLEY TO LOOK AT THE ENGINE SHED ROADS & DECIDED TO SLEW THE CROSSING AND LIFT THE ROADS ON SUNDAY." There seems to have been quite a major programme of track relaying at this time. Curves along the line were being eased and pointwork relocated to provide better approaches to sidings. Flood work also required the raising of the track bed at many sites and at Wittersham constant reminders to lift the sidings are noted.

"MARCH 21/07. I SAW THE PAINTER AS TO PAINT COMING OFF THE TRAIN AT TENTERDEN." Apparently a new paint, "Sanalene", had been used without primer on the manufacturers' advice but against the warnings of the painter. Elsewhere the painter was engaged on painting and lining "the bogie coach" and there is a brief entry by Stephens himself instructing that the ends of the carriage be painted red — perhaps a practice he first acquired during his Metropolitan days at Neasden.

"FEB 15/07. I TOLD WENHAM TO THATCH THE HAY." The haystacks at Rolvenden were another Stephens economy. Grass mown along the line's verges was brought here and provided fodder for the two horses employed on parcel deliveries. This was one of many miscellaneous tasks recorded: fitting acetylene lighting at Biddenden, mending the telephone at Rolvenden, trimming hedges, mending gates, painting notices, rigging blocks for an oil tank for the Anglo American Oil Company, repairing carriage lamps . . . then, as now, there was far more to running a railway than just providing a train service.

Stephen Garrett

Personalities of the Kent and East Sussex

5: Tommy Edwards



Tommy Edwards commemorates 50 years of railway service, at Ashford in 1962

Tommy Edwards worked at the Company's offices at 23, Salford Terrace, Tonbridge, for 36 years and now lives in retirement at Tonbridge. He is interviewed for this series by Philip Shaw.

P.S. When did you start work at Salford Terrace, Mr Edwards?

T.E. I started in February 1912 as an office boy at 4/- a week. I stayed until the offices closed in 1948 and by then I was chief clerk. I then went to the Ashford Engineers' office until my retirement in 1962.

P.S. How were the offices organised at Salford Terrace?

T.E. About 12 people were employed there, two or three of us being allocated to each railway. I was attached to the Kent & East Sussex and East Kent, but we also ran the Shropshire & Montgomeryshire, Snailbeach, Weston, Clevedon & Portishead and Selsey railways. All the planning work for the other lines which Colonel Stephens engineered was done there — I well remember the North Devon & Cornwall Junction Light and also the Southern Heights Railway which was, of course, never built.

P.S. What did your work involve?

T.E. We kept all the cash returns, tickets for checking, accounts, etc, and I also used to attend Company board meetings occasionally at the Charing Cross Hotel. We had to work very hard with a great deal of overtime, unpaid of course.

P.S. What was Colonel Stephens like to work for?

T.E. I liked him a great deal, but he was a very

impatient man and never consulted us very much. I remember we had a railway-type internal telephone system in the office, with the bell codes ringing out for everyone to hear. If you didn't answer the Colonel immediately, he would get very irritated and ring again. I mentioned to him once that I thought the slowness of the mixed trains on the Kent & East Sussex, with all the delays in shunting wagons at the various stations was killing the passenger traffic, but he said nothing could be done about it.

P.S. Did the Colonel live locally?

T.E. He moved around from place to place. For a time he lived at Ashby House in Priory Road, Tonbridge. He also had a house in Robertsbridge and often stayed at the Queens Hotel, Hastings and the Lord Warden Hotel, Dover. He was at the Dover Hotel when he died in 1931.

P.S. Did the Colonel travel around on his railways frequently?

T.E. Yes — when he was visiting a line, we would telephone in advance for a locomotive and carriage to be prepared for him. He often went up to the Shropshire or Weston, Clevedon at weekends, when it was quite and would hire a chauffeur driven car locally to take him round the various stations.

P.S. Did you travel much?

T.E. A certain amount. We had a pass on the South Eastern & Chatham marked "Colonel Stephens Clerk" which any of us could use — only on specified routes, of course.

P.S. Did the Colonel run the railways right up to his death?

T.E. Almost — but he had several strokes a few months before his death which seriously incapacitated him and deprived him of his power of speech. Prior to that I can never remember him having a day's illness.

P.S. Why did the Colonel's lines remain independent at the time of the grouping of railways in 1923?

T.E. He refused to merge them, although he had every opportunity to do so. He liked to retain his independence.

P.S. I hope you will come to Tenterden before too long as I am sure that some of your old colleagues such as George Dobell would like to see you again.

T.E. Yes, I hope to do so and the very best of luck to you all.

Absent Friends

2 – South Eastern Chatham Railway “01” Class Locomotive No 65

In the later years of its independent existence the Kent & East Sussex Railway effectively owned only two serviceable locomotives – “Bodiam” No 3 and ex-L.&S.W.R. saddletank No 4. It therefore became necessary for the Company to hire locomotives from the Southern Railway. Amongst these locomotives were several members of the ex-S.E.&C.R. 01 Class of 0-6-0 tender locomotives.

The 01 Class had strong connections with both the Kent & East Sussex and the East Kent Light Railways. Not only were examples hired for use between Tenterden and Headcorn before nationalisation but they also continued to be used on this section in British Railways days. The East Kent's connection with the Class was even closer as between 1923 and 1944 that line purchased four of these locomotives for the heavy coal traffic from Tilmanstone Colliery. As on the Kent & East Sussex the Class continued to be used on these services after nationalisation.

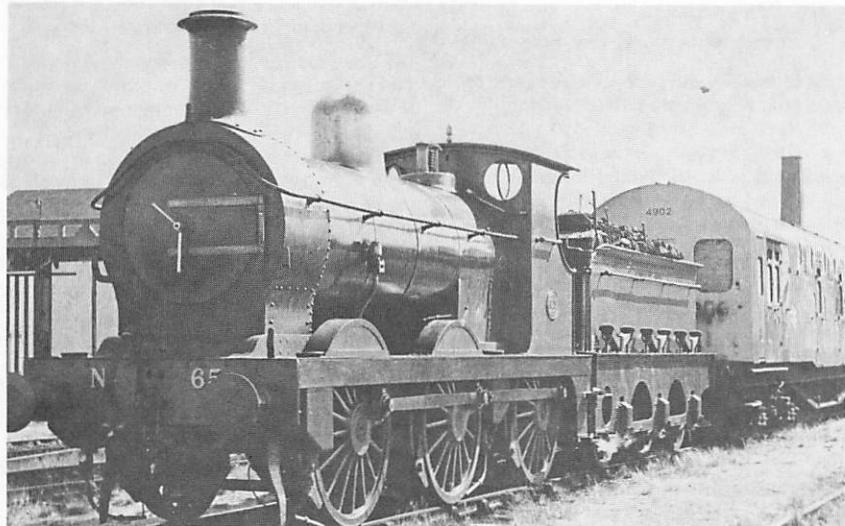
No 65, now preserved by Mr E. Lewis-Evans at the Ashford Steam Centre, ran on both the Kent & East Sussex and the East Kent though not in either case until after nationalisation. It was originally built in 1896 at Ashford Works to a Stirling Design for the South Eastern Railway as a member of Class 0.

It was rebuilt by Harry Wainwright to Class 01 in 1908 and, apart from a spell at Folkestone between 1929 and 1932, spent its life until 1954 shedded at Ashford. From 1948 to 1954 it was alternately used for shunting at Ashford Works and for running the Tenterden to Headcorn trains when it would be sub-shedded at Rolvenden. Its last duties on the Kent & East Sussex were on the demolition trains lifting the track above Tenterden.

In 1954 it was transferred to Dover from where it would frequently travel to haul coal from Tilmanstone to Sheperdswell on the remaining section of the East Kent. It was the last of the Class to be withdrawn in 1961 but before being laid aside it was used to pull the last train on the Hawkhurst Branch, coincidentally the first line ever built by Colonel Stephens. Although No 65 was never actually owned by the Kent & East Sussex it is good that at least one example has been preserved of a class which was as closely linked in later years with Tenterden as the “Terriers” themselves.

Stephen Garrett

The locomotive can be viewed at the Ashford Steam Centre, Hunter Road, Ashford, on the second Sunday in every month between May and October.

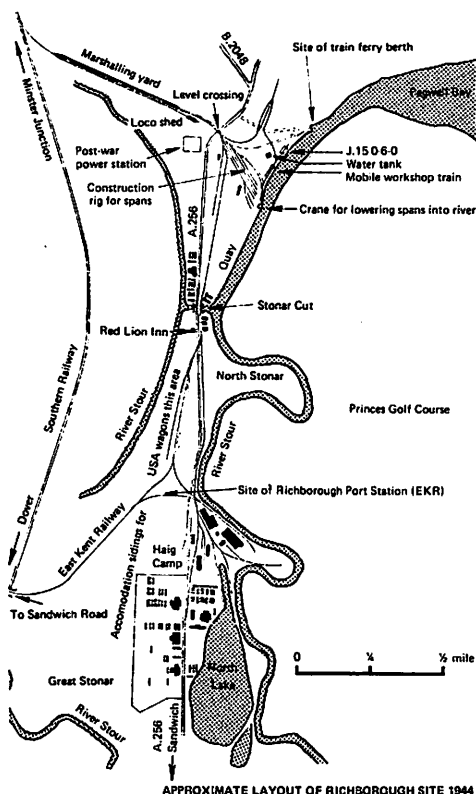


The restored locomotive at the Ashford Steam Centre

[Photo Jon Carlton]

A Railway Mobile Workshop at Richborough

Douglas Barnard describes his wartime experiences in East Kent



APPROXIMATE LAYOUT OF RICHBOROUGH SITE 1944

The majority of readers will probably be aware of the use made of Richborough, situated at the mouth of the Kent Stour, during the 1914-18 war when a train ferry berth was constructed there to enable trains carrying munitions and stores to be shipped to the Continent. Not so many may know of the port's use during the Second World War.

During the first war, the Government constructed a network of railway tracks to serve the port, radiating from a connection with the South Eastern and Chatham Railways line to Dover near Minster Junction.

Between the two wars, the East Kent Railway opened a branch line to a station named Richborough Port. This was situated some distance upstream from the train ferry berth and consisted of a single platform halt, as a certain number of level crossings had to be made with the port authorities' trackwork.

The East Kent Railway had hoped to develop Richborough as a port for the shipment of coal from the Kent coalfield, a project which never came to fruition, the area becoming desolate, only relieved by the jibs of the dockside cranes which were landmarks for many years until they were removed sometime before the Second World War.

In early May 1944 the writer was sent with a small detachment of Sappers from the Royal Engineers to Richborough to augment the staff of a Railway Mobile Workshop Train. The scene on our arrival at the port was one of great activity. A rig had been constructed near the river where men from the Pioneer Corps were assembling floating spans. On completion, each span was lowered into the river, where they were made up into trains of four or five to be towed away down channel. It was not until the details of Mulberry Harbour had been released that we realised that these spans were the ones employed in connecting the quays with the Normandy mainland.

To serve this site by rail, the original connection with the Southern Railway had been relayed near Minster Junction, and this new line developed into a 4 or 5 road marshalling yard, at one end of which, near to the Ramsgate-Sandwich road, a small locomotive shed had been built from a large sized Nissen hut, which was used for housing two 0-6-0 War Department Austerity saddle tank locomotives stationed there.

The line used the original level crossing across the road and then continued in various directions, one of which served the rig, another a siding for the mobile workshop train and a further one to the old EKR Richborough Port station area (if not to the station itself), following the Sandwich road and was used for carrying the military personnel to and from camp.

The main purpose of the mobile workshop was to maintain the many small steam cranes employed on the assembly rig. This train, incidentally, was one of a number built by the Southern Railway at Ashford Works shortly before the war and had already seen service in Northern Ireland (with suitable adjustment in gauge). Other trains went to North Africa, Persia, Italy and later Europe.

The workshop itself was carried in a modified 21-ft wheelbase standard Southern Railway luggage van, on which the sides had been hinged at cant rail so that they could be propped open horizontally. This van carried an 8 in gap bed

lathe, shaping, drilling and portable screwing machines, a hydraulic press and workbench. Three other Southern Railway 10 ft wheelbase covered goods wagons carried a diesel driven generating set, electric welding plant and general stores. In all, it made up a train which would be extremely useful at Rolvenden!

An ex-L.N.E.R. J15 class 0-6-0 was undergoing a light repair near the train. This was presumably a standby engine, but I never saw it working mainly because some trouble was being experienced in resetting the valve gear, which was also a "low priority" job. It was rumoured that this locomotive had previously belonged to a film company and had appeared in a film made just before the war.

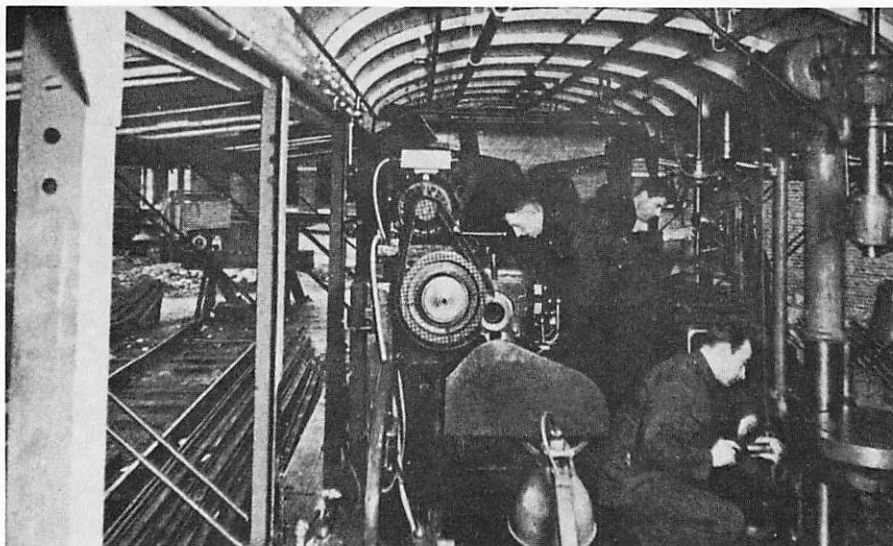
About a week after D-Day saw the commencement of the V1 Flying Bomb attacks and a noisy first night was experienced when all the guns in the vicinity opened up whenever a bomb came over, roughly every twenty minutes. Because of the low altitude of the bombs, the trajectory of the gunfire was sometimes uncomfortably low and the crew of the duty locomotive that night claimed that a cannon shell had exploded in or near their cab while at dispersal point, temporarily deafening one of them. Firing of guns was stopped after this.

It was standard practice to keep a locomotive in steam each night, with a duty crew, in case of emergency and the following evening the same

crew were enjoying their pint at the "Red Lion" along the Sandwich road. This inn was a regular port of call for duty crews, because they could park their locomotive outside, on the opposite side of the road. It is doubtful if there are any places in Great Britain now where this could be done!

In addition to the Mulberry Harbour work, there was a big build-up of USA Transportation Corps wagons. These had been sent over from America in a knocked-down condition and assembled at various depots in this country. These wagons were stabled on dozens of railway sidings laid in fields to the south of the "Red Lion", along what must have been a part of the old EKR route. They consisted mainly of 4-wheelers of the open, covered, and brake van types, known officially as gondolas, box cars and caboose. The figure of 1,000 wagons was mentioned but this was probably stretching it somewhat.

Although these wagons had travelled over S.R. metals to reach Richborough, when the time came for them to be moved after D-Day, the S.R. wagon examiner refused to accept them as safe to travel. These USA wagons were, to put it bluntly, a poor job in many respects, built to last the duration of hostilities and no longer. Constructed to British loading gauge requirements by American firms using mass-production methods, our cousins had not always appreciated some of our standard practices.



Interior of railway mobile workshop, with side propped open [Photo Author's Collection]

In this instance, the wagon bearing springs rested on pieces of piping which served as bearing shoes. This piping was retained by $\frac{5}{8}$ -in bolts through iron and shoe. Over the top of each spring end was a $\frac{1}{4}$ -in thick wearing plate. Due to variations in the drilling of the scroll irons, some of the bolt holes were so tight against the springs that the bolts had been bashed in with sledge hammers, making the springs completely rigid between shoe and wearing plate.

The solution was to lift each wagon four times, replacing the wearing plates by ones half as thick, to allow the springs to flex. This took a gang of 6 or 8 men, as many as could be spared, a fortnight using at first jacks, but sweltering under a blazing sun it was soon found that it was a lot easier (and quicker) if a stout pole was used as a lever under each headstock.

The workshop train left for France and a second

one arrived to cover the dismantling of the rig. The railway tracks were lifted and Richborough reverted once more to its air of desolation having again proved its usefulness in time of war.

Now, after more than a quarter of a century has passed, much of the land has been taken over by industry. In 1970 it was, however, still possible to recognise parts of the old camp among the new buildings. The track-bed alongside the Sandwich-Ramsgate road was still visible but overgrown; a bridge over the Stonar Cut near the "Red Lion" was still intact. Dilapidated level crossing gates were still in position at each side of the road where the line had crossed from the marshalling yard, near to the new electricity generating station, at the north side of which were still visible a few lengths of track, a buffer stop and a concrete base; could this have once been the engine shed?

If you have enjoyed your visit ...

Join the Tenterden Railway Company and help us re-open the whole line to Bodiam. Benefits of membership include:

- *Three free copies of the Tenterden Terrier each year
- *At least three copies of the "Rooter" — the Company's newsletter exclusive to members
- *Special travel concessions
- *The right to work on the Railway and the chance to participate in operating steam trains
- *Voting rights at the Company's General Meetings (adult members only)

The annual subscription is £3 per year (£1.50 if you are under 18), reduced by half if you join after 1 July.

Further details and application forms are available at the Booking Office or by writing (SAE please) to:

The Membership Secretary
Tenterden Railway Company Limited
Tenterden Town Station
TENTERDEN, Kent
TN30 6HE

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Letters to the Editor

Timetables

Sir — Could any of your readers tell me when Salehurst Halt and Tenterden St Michaels were opened?

Salehurst is not in the Summer 1914 Timetable, but it is in my copy of Bradshaw for November 1949.

St Michaels is not in my copy of Bradshaw for April 1910 but it is in the Summer 1914 Timetable.

It is also interesting to note that in 1910 and in 1914 the distance between Robertsbridge and Headcorn is shown as twenty-four miles. However by November 1949 two and a half miles had been "lost", the total distance then being given as twenty-one and a half miles, with corresponding differences in distance between individual stations! To quote just one example, it was two miles from Tenterden Town to Rolvenden in 1914 but only one and a half miles in November 1949!

To end on a serious note, when I travelled on the morning through train from Headcorn to Robertsbridge in 1953, the journey time was one hour, forty-one minutes, including a scheduled wait of three minutes at Tenterden Town. However, in 1914 the 09.46 from Headcorn Junction took only sixty-nine minutes to reach Robertsbridge, according to the Timetable, and not much longer in 1910, when the 09.35 was due to arrive at Robertsbridge at 10.49, a journey time of seventy-four minutes.

Garlinge Green, Nr Canterbury John Burman

The Horse Bus

Sir — I was interested in the article on the Tenterden horse omnibus in the July issue. I was talking to a local resident recently who told me that a firm known as William Hook & Sons had had the contract for the Kent & East Sussex road traffic, both passenger and goods, before the first war. They had stables at the top of Station Road alongside the new museum building and offices near to the Tenterden glass works. He remembers their vehicles being parked in Tenterden Town Station until they went out of business about the outbreak of war and believes that the railway took over their horse bus at that time. R & J Bennett and Co was also a Tenterden firm and ran services to Rye, Hawkhurst, Headcorn and Ashford. Rye, Sussex

John Miller

Publicity

Sir — I am tempted by your editorial (summer issue) to put forward a few suggestions for publicising the Railway.

1. Introduce vouchers which can be exchanged at the booking office for tickets to ride on any normal service train. This would enable members to give their friends and acquaintances a novel introduction to the line.
 2. Extension of advertising to prominent sites at level crossings along the line to Bodiam and in the form of carriage boards displayed on the outside of all service trains.
 3. Encourage members to exhibit stickers and timetables on their motor cars.
- Orpington, Kent

W T McNair

Sir — I suggest we try to tap the holiday traffic by getting bar cards/timetables displayed in hotels and guest houses in Hastings, Rye and, perhaps, Folkestone. Local Hoteliers Associations might also be willing to distribute our cards. Another possibility would be the cafes/shops attached to camping and caravan sites. In these ways our cards would be displayed where holidaymakers pass them, several times a day.

Sunbury, Middlesex

Ian Dow

Comic Postcards

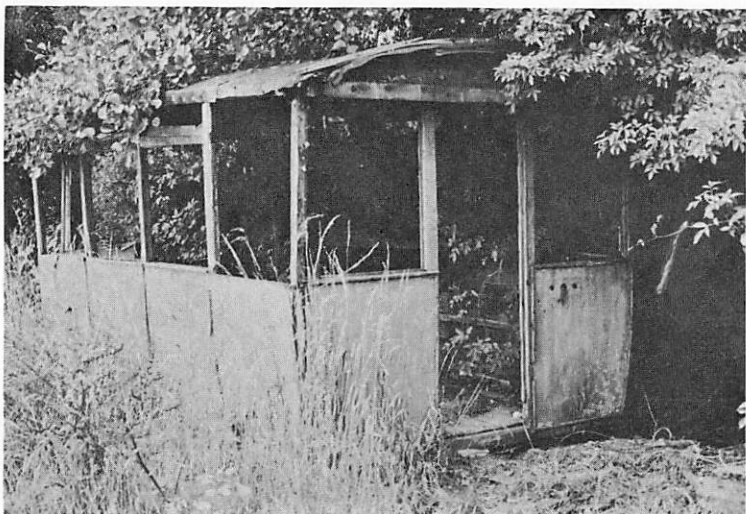
Sir — The postcard you reproduced in your summer issue was indeed, as you suggest, one of a series. Tonie and Valmai Holt, in their "Picture Postcards of the Golden Age" (MacGibbon and Kee, 1971) say "In plate 25 we show a card, posted in February 1907 of the 'Our Local Express' series, a type of which Cynicus produced many versions. The basic drawing could be adapted to apply to any holiday area". The version they illustrate is for the Taunton to Barnstaple line; our four golfers in the foreground have become cricketers and the roof riders have lost their clubs, but all the rest — even the foreground spectator with his pipe — remains the same.

London SW15

Derek Purcell

The Editor would also like to thank Messrs D Ferreira, E C Griffith, J Morgan, A Violet, C S Harding and W H Austen for their contributions on this subject. Apparently this card was definitely adapted for the Bishops Castle, Selsey, Corris, Ravenglass & Eskdale, Sidmouth, Exmouth and Isle of Man Railways.

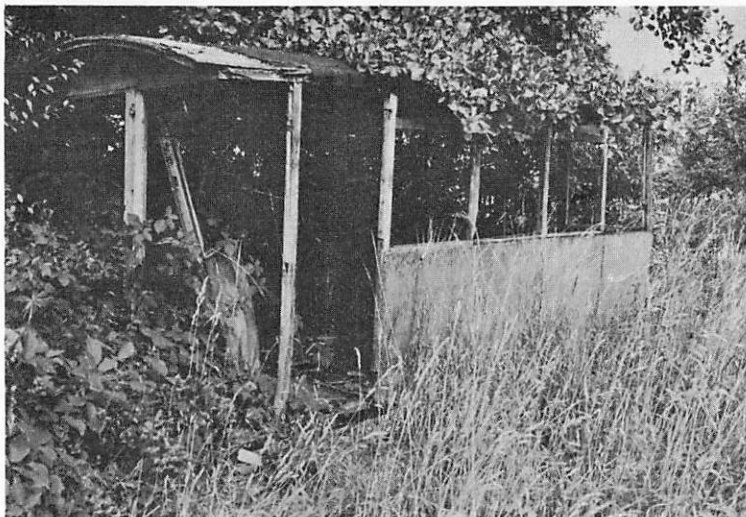
Requiescat in Pace



Following the receipt of John Morgan's letter on the subject of the Wolseley-Siddeley railbus (reproduced in our Summer issue), the Editor departed for rural Shropshire in search of the vehicle. It is still there! Although in poor shape, the railbus body is clearly identifiable as such and the opportunity was taken to examine it closely. The measurements are approximately 14 ft x 7 ft x 7 ft, making it about 3 ft shorter in length than the subsequent Ford buses. Passenger carrying capacity cannot have been more than 14, compared to 18 for the Ford's. The

wooden bodywork is clad with steel panels below the waistline, which appear to be original and at the top of each side window there is a hinged quarter light, opening inwards for ventilation purposes. There is no trace of the internal fittings, underframe or original paintwork.

It is, perhaps, appropriate that this, the first and last of Colonel Stephens' famous railbuses should end its days as so much of his equipment did — in a lineside position gradually fading away into the countryside.



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