

The Tenterden Terrier



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Spring 1976



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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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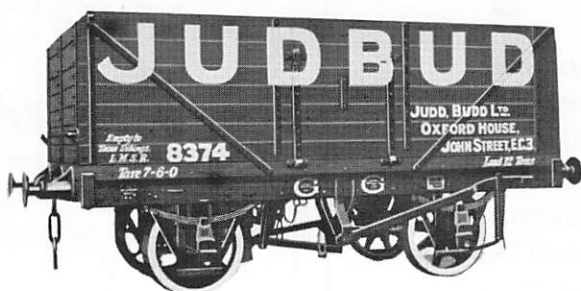
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Editorial

1975 IN RETROSPECT

The Railway carried 33,535 passengers in 1975, an 11% reduction on 1974, although the figures are not, perhaps, strictly comparable as numbers were swelled in February and March 1974 by the "novelty" aspect of the Railway in its early days following reopening, and anyway the 1975 season did not commence until March. Passenger numbers for the latter months of the year have shown an improvement on the corresponding period of 1974. The result of the 1975 Bank Holiday traffic census suggests that there are large areas of potential business for us which still remain untapped, in particular, the South Coast towns. Better publicity means more passengers and so, if you think that you can help in a *practical* way with the publicity effort, why not write to the Commercial Manager about it? He will be delighted to hear from you.

In the last edition of "The Rooter", the Company newsletter, 2 interesting jobs were advertised, for which there is an urgent need at present. Unfortunately, not a single enquiry was received for either position. The success of the Railway does depend on people coming forward to take an active part in running it and those who are already involved have found the work stimulating and the atmosphere relaxed and informal. These jobs are being re-advertised in the current "Rooter", when it is hoped the response will be more encouraging.

FRONT COVER

"His Last Bow"

The late Charles Kentsley photographed during the Centenary Celebrations for locomotive No. 3 "Bodiam" on the 4th November 1972. An appreciation appears elsewhere in this issue.

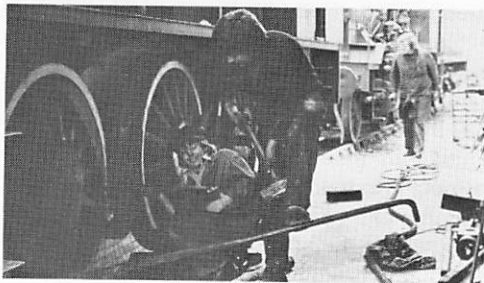
[Photo Eric Knight]

Operating Notes

Compiled by Mark Yonge

Locomotives

Mike Hart reports that No. 10 (Sutton) re-entered service in December and proved to be both successful and popular with the footplate staff. Nameplates for this locomotive, incorporating the Borough of Sutton crest, have been made by Mike Pease and are a very attractive feature. Now that the 1975 season is over, work will be concentrated on maintenance of the existing running locomotives. However, a major overhaul of No. 11 (Pride of Sussex) is in progress and the chassis has been stripped of motion and wheels. The latter have been sent to B.R. Engineering, Ashford, for turning, prior to the re-metalling of the axleboxes, which will be done at Rolvenden. The cylinders of this locomotive will be re-bored as they are badly worn. Fitting of vacuum gear to No. 56 (R.S. & H. saddle tank) has been completed and the locomotive was successfully tested on the last train of the season. Repainting will be carried out in time for it to enter service in the summer. The cross heads and big ends of No. 23 (Austerity) have been dismantled for re-metalling, the work being scheduled for completion by Easter. The boiler of No. 15 (Hastings) has been sent away for overhaul, to the works of member, Rick Edmondson. Work on No. 20 (G.W.R. railcar) is being done under the supervision of Clive Lowe and will include overhauling both gearboxes. A third (spare) gearbox is being overhauled at present. Finally, as time permits, firebox repairs will be made to Met (Hawthorn Leslie 0-4-0ST) so that this locomotive can be used on special occasions. During the 1976 season, the large locomotives expected to be in use are Nos 22 (Maunsell), 23 (Austerity), 56 (R.S. & H. saddle tank) and for the more lightly loaded Saturday trains, Nos 10 (Sutton), 19 (Norwegian) together with No. 3 (Bodiam) as standby.



Mike Hart (with hammer) and Philip Wheeler

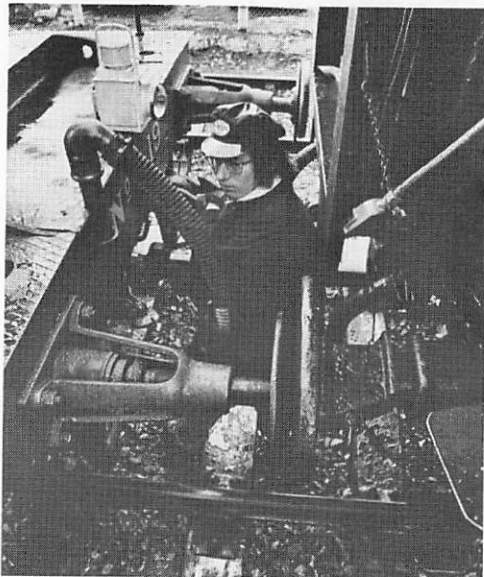
[Photo Chris Mitchell]

Plant Maintenance

Boris Perkins reports that "Sammy" the shovel, which is used mainly for coaling locomotives, has just received an overhaul, including reconditioning of the steering. The dumper truck, which is invaluable for moving rubble around the yard, has been completely rebuilt by Martin Cammell, including the fitting of a reconditioned engine. The railway acquired a second Ruston diesel shunter in November (Star of India) and the department will be concentrating its efforts on this over the next few months, including a complete electrical rewiring.

Carriage and Wagon

Alan Castle reports that at present, work is being concentrated on routine maintenance of the regular coaching stock in readiness for the 1976 season. This includes brake testing, steam heating and the repair of leaks. A set of Maunsell wooden centred wheels has been obtained for the Woolwich coach, to replace the existing ones, which are badly worn. These came from an engineers' departmental vehicle at Stewarts Lane and are in excellent condition. New upholstery is urgently needed in one of the operational coaches and Alan Castle would like to hear from an experienced trimmer who might be willing to assist with this work.



Alan Castle

[Photo David Matthews]

Permanent Way and Clearance

Derek Dunlavy reports that essential work has been taking place on the operating section of track, whilst passenger services have been suspended for the winter period. This has involved the replacement of 150 sleepers between Tenterden and Rolvenden, 40 point sleepers in the vicinity of Tenterden and Rolvenden stations and the oiling of fishplates. In March, the line will open to a point 300 yards short of Newmill bridge and shortly after this, when new sleepers have been laid and consolidated, to the bridge site itself. The track bed will be raised in the vicinity of the reconstructed bridge, to accommodate the increased height of the new structure.

John Miller's clearance gang has nearly reached Wittersham Road, well ahead of schedule. Essential spot clearance has also been done on the operating section in readiness for reopening in the spring.



Track repairs in progress near to present limit of operation [Photo David Matthews]

Civil Engineering

Malcolm Simmons reports that demolition of the old Newmill bridge was completed in January, with the combined efforts of Company Members, the Southern Water Authority and, on the Rolvenden side, a touch of explosives from the Junior Leaders Regiment. The driving of sheet steel piles has been completed by the Southern Water Authority. The Company has been given a quantity of Callendar-Hamilton road bridging by Kent County Council and modifications and strengthening required to prepare it for use at Newmill are under investigation. The Nathan Way beams, owned by the Company, have been transported to Bodiam by Rick Edmondson, who has been storing them for us until recently. There they will be accurately surveyed so that the

calculations and drawings can be prepared for modifying to suit our next major bridge project, Hexden Channel.

Building

We welcome Clifford Mason, who has taken over responsibility for this department. He will be assisted by David Stubbs. Currently, there are several minor jobs to complete and these include the replacement of guttering and repairs to the canopy at Northiam station. Planning permission is being sought for the rebuilding of Wittersham Road station and for a new Carriage and Wagon department store in Tenterden yard. A major task which will be undertaken shortly is the restoration and repositioning of Wittersham platform. There is insufficient fill in the present platform to construct the new one, which will be much longer, and Clifford Mason is looking into the possibility of acquiring an existing concrete platform of the type used by the Southern Railway for their halts in the 1930's. If anyone knows the whereabouts of a disused platform of this type, would they please contact him.

Signals and Telecommunications

Steve Whiteman has taken over responsibility for this section and reports that the starter and advanced starter at Tenterden are almost complete and a temporary home signal is planned. This will be sited 12 feet in front of the permanent home bracket signal, about 300 yards down the line from Tenterden station. When the bracket signal is complete, it is intended to remove the temporary home signal and use it ultimately as the Rolvenden down home signal. Staff are urgently needed in this department, particularly to man the level crossings and anybody over the age of 18 who is interested, is invited to contact Steve Whiteman.

General Acknowledgements

The Army has carried out a number of important tasks on the Railway in recent weeks, including excavating the clay cutting below Cranbrook Road crossing and transferring the spoil to the vicinity of Newmill bridge for use in raising the track bed. Our thanks to Major Hastings, Lt Kirby, Lt Merry and the men of B Squadron, Junior Leaders Regiment, Royal Engineers, for the effort that they have put into the Railway. Terence Mann, our Catering Manager, retired at the end of 1975 and was presented with a pewter tankard by the Chairman on the last train of the season. We wish him well in his retirement and would like to thank him for the many hours of work that he put into the Railway. He will be greatly missed. Father Christmas put in a number of appearances on the

Railway in December and thanks to his efforts the Santa Specials were a fantastic success. Finally, readers will note that this issue incorporates a considerable increase in advertising. We would like to acknowledge with grateful thanks the support of all our advertisers and also our new Advertising Manager, Harry Benbow, who has worked so hard to make this possible.

News from Affiliated Groups

Maidstone Extension. The monthly film and slide evenings were continued up to November and recommenced in the New Year. Attendances have been very good and reached a peak of 50 in November. An interesting programme has been arranged for 1976 and a warm welcome is extended to all members and their friends in the Maidstone area. The window display finished at Rootes in Maidstone, having travelled via Canterbury and Faversham. It will be at Hook's bookshop in Maidstone during March. On Saturday 27th March a model railway exhibition will be held in Maidstone and there will be a sponsored walk from Bodiam on Sunday 25th April. Further details of these events will be given in the "Rooter". "Jungle bashing" will continue each month during 1976 and anyone interested should contact John Liddell on Maidstone 37129.

Surrey. The Group had its most successful year ever in 1975 which resulted in £650 being donated to the Railway's funds. The first event planned for

1976 is the Guildford Model Railway Exhibition, to be held at Holy Trinity Halls, Guildford, on 13th March. Programmes for this event, price 10p plus S.A.E., can be obtained from Richard Halton, 47 Haig Road, Aldershot, Hants. He would also like to hear of any exhibitions, events, etc., planned for 1976 where the Surrey Group could be usefully represented.

Tunbridge Wells (T.W.A.G.). Robert Searle reports that members of T.W.A.G. are currently assisting Gordon Laming's gang in relaying the loop at Wittersham Road. When planning permission is obtained, the wooden platform building recovered from Borth in North Wales will be erected there. The Group celebrated its 5th birthday on 9th September and the occasion was marked by a meeting at the King Charles Hall, Tunbridge Wells, where Director, Peter Davis was the guest speaker. A sponsored walk was held on 14th December between Groombridge and East Grinstead and raised £23. The Group had a stand at the Harpenden model railway exhibition in January and a jumble sale in aid of the Wittersham Road station project was held early in February.

Southern Mogul Preservation Society. Rodney Packham reports that the Southern Mogul has been repainted in sage green. Valve gear, piston rods, pistons and vacuum brakes are being overhauled and it is planned to have the locomotive in steam in the siding at Tenterden on bank holidays during 1976.

Charles Kentsley

an appreciation

Members will be saddened to hear of the death of Charles Kentsley at his home in Rolvenden village, on 30th October 1975. He was 74 and had been ill for some time. Until early in 1975, Charlie and his wife had lived in their bungalow "The Haven" adjacent to the Railway at Rolvenden, where they were well-known to everybody actively associated with the preservation of the line.

Charles Kentsley came from a railway family and, following in his father's footsteps, started work at Hastings running sheds as an engine cleaner in 1916. In 1922 he moved to Ashford works, eventually becoming chargehand bench fitter and from time to time worked on Kent & East Sussex locomotives, which had been sent there for overhaul. In 1947 he left railway service, but

returned again in 1960, this time to join the Bluebell Railway as driver and fitter. In 1964, he and Mrs Kentsley moved to "The Haven" in anticipation of the early reopening of the Kent & East Sussex Railway and his employment as a driver. Despite the disappointments, frustrations and worries of those early years, Charlie continued to remain cheerful and to assist the organisation in any way he could — driving, maintaining the locomotives, showing visitors round, almost to the exclusion of any private life. His last appearance on the footplate was on 4th November 1972, during the centenary celebrations of locomotive No 3 "Bodiam". Our sympathy goes to his wife and family — we have all lost a true friend.

P.D.S.

Traffic Census-1975

Organiser, Alan Newble, analyses where our passengers came from, why they came and what they thought of us.

Between the 23rd and 31st of August, which included the bank holiday, a traffic census was carried out on the Railway, which produced some very interesting results. A summary of the findings is shown in the following table:

Question	Per cent
Is this your first visit? YES	81.2
Are you on holiday, staying locally? YES	21.6
What prompted you to come?	
<i>satisfied by previous visit</i>	15.0
<i>timetable displayed</i>	8.0
<i>timetable/poster displayed at home</i>	3.6
<i>told of railway by friend</i>	22.4
<i>TV or radio publicity</i>	5.5
<i>Happened to come across railway</i>	10.3
<i>ads in newspapers, guides, etc.</i>	24.4
<i>heard about through other railways</i>	6.0
<i>heard about through Tourist Board</i>	0.8
<i>others</i>	4.0
How did you reach the railway?	
<i>car</i>	87.8
<i>public transport</i>	7.5
<i>foot</i>	4.7
Did you come to Tenterden especially to visit the railway? YES	84.8
Where is your home town?	
<i>Greater London</i>	19.6
<i>Local (Kent & East Sussex)</i>	46.0
<i>South Coast</i>	14.3
<i>Rest of Great Britain</i>	18.1
<i>Foreign</i>	2.0

The census form and answer sheet were "borrowed" from the Festiniog Railway, which had recently completed a similar exercise. Forms were issued by the booking clerk to each purchaser of tickets and ticket collectors were asked to pick up as many forms as they could and to encourage people to complete them. 645 forms were collected, an average of 3.4 persons being included on each form, to give a total census coverage of 2200 persons. This compares with the 3900 passengers actually carried on those days. Our Bank Holiday services had been advertised in all the local papers a week previously and it was noticeable that a high proportion of visitors had given this as their reason for coming, although the effect tailed off as the week progressed, with the percentage falling from 47% to 16%. The 24.4% shown in the table is, of course, the average for the period.

We found that the results of the census were uncannily similar to those of the Festiniog in many respects. For example, the same proportion of people arrive by car at Tenterden as they do at Portmadoc, although unlike the Festiniog we do not have the benefit of a connecting line with British Rail.

Some of the detailed information volunteered on the forms was very revealing. We had a mere 33 "enthusiasts" come to see us, 20 people came "to give the kids a ride", 2 saw our new sign on the Rye road and 7 the publicity material at Bodiam station. One visitor read about us in "Drive", another in "TV Times", 3 mentioned "Kent Messenger", 6 the "Kent & Sussex Courier", 2 the "Sussex Express", 6 the "Railway Magazine" and 3 "Railway World". To my personal gratification, 8 came as a result of a talk I gave to the Medway Town 18-plus Group. However, only 1 came as a result of a talk given by the Chairman! One form came in as a result of a hand-out by a local newsagent and another read our brochure at his holiday cottage at Battle — congratulations to someone's enterprise. Four visitors heard about us at model railway exhibitions, 2 people "saw us on the map", 2 read us in "Kent Life" and, finally, the best comment of all: "What prompted you to visit the Railway?" — "Uncle David". Well done, Uncle David, whoever you are! We need more like you.

It was remarkable how many came to bring their friends or visitors to see the line, surely indicating a degree of satisfaction from a past visit. Many people had known the line for years and were making a "sentimental journey". In one case it was "the only transport to and from work at Wittersham Road, 20 years ago". One rather sad comment was "Little brother has never been on a train" — it was nice that the Kent & East Sussex should be his introduction to such an unusual form of transport! Many wrote "I just like steam trains" and others were "fed up with the Bluebell" or "Ashford Steam Centre was shut" or "sick of my local railway" (from Croydon).

So much for why they came, but how? Mostly by car, of course, but a surprising number came on foot including one from Maidstone. Another "biked from Margate".

As for where they came from, we seem to be missing out on the South Coast, with Hastings getting an occasional mention, but Brighton and Eastbourne next to nothing. Apart from that,

people came from nearly every major town and city in the U.K., mostly staying in the area. Overseas visitors came from Australia, U.S.A., Hong Kong, Kenya and someone travelled all the way from Belgium just to see us.

Comments from visitors were not entirely complimentary; one visitor said that we should advertise our journey times (which we do) another complained that "there was no observation car and I wanted to take films" yet another thought there were too many stops for so short a journey (we can't help about the level crossings); perhaps the criticism most hard to understand was from the man "who had promised the kids a ride in a real corridor train and could only get in the pullman".

More constructive criticism included poor signposting, lack of toilet facilities and the absence of a telephone number on some of our publicity

material. One person remarked "more track needed, with a purposeful destination", a valid point, which will certainly be remedied when the Railway is extended to Wittersham Road. Out-voting such criticisms by a large majority were the appreciative comments, "nice to see such enthusiasm" and "thanks for the ride" and

"looking forward to going on the whole line". The nicest comment of all was from a lady who wanted to thank the staff who apologised for the late departure of a train on Bank Holiday Monday, "it was much appreciated", she said.

We have learnt a great deal from these comments and the exercise has enabled the Commercial Department to plan the Railway's 1976 publicity effort more effectively. My thanks to all who helped to distribute and collect the forms and to collate the mass of statistics afterwards. Their efforts were much appreciated.

Vintage Advertising at Rolvenden



When the engine shed at Rolvenden is complete, there will be 100 feet of asbestos sheeting facing the station platform. To make this more interesting, we have decided to cover part of it with old enamel signs. These signs, commonplace before the War, were used to advertise a wide range of goods and services and could often be seen attached to the walls of shops or village houses. Now they are usually found holding up fences, coal tips and compost heaps!

So far 14 signs have been collected, some of which are in poor condition and the long and difficult task of restoration is just beginning. However, we still need many more and if any readers know the whereabouts of any signs which may be for disposal, I shall be pleased to hear from them.



David Dine

[Photos Chris Mitchell]

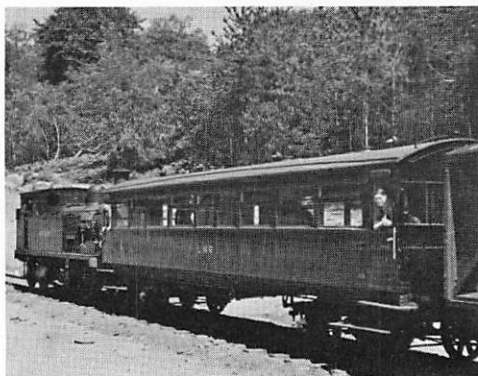
Kent & East Sussex and other Rolling Stock at Longmoor

The article in the Winter 1975 issue "Restoring a Chatham Birdcage", revived some memories of S.R. Birdcage "trio set" No. 552. I first became aware of its withdrawal when I found it in the Carriage Yard beside New Cross Gate shed on 26th August 1943. Amongst a lot of old carriages awaiting conversion to departmental stock or scrap stood set 552, for which clearly a different fate was in store. The three coaches had had one coat of grey paint applied, the lavatories had been sealed off, but the compartment interiors had not been touched and the S.R. numbers were still painted on the doors. Three months later I was posted to the Transportation Training Centre, F.E. at Longmoor and there was Set 552, still in grey livery and with the coaches numbered 1383-85 (ex-S.R. 3388, 5398, 3368) and bearing the legend "L.M.R. Set No. 5" on the underframes. I never did establish which coaches were intended to form Sets 1-4 since the S.E.C.R. three set was the only set to be permanently coupled. These coaches were later renumbered 13583-5, which numbers they still carried on 1955 Open Day, by which time the former lavatory composite had one bogie off and it may never have run again. The final Army Department numbers of the two birdcage brakes were 5311/12.

Reverting to Longmoor, at the end of 1943 there were four un-numbered coaches ex-L.S.W.R. of ambulance train origin not in normal traffic and the survivors of the pre-war Longmoor Military Railway stock, namely:

107-9, 112-17	ex-G.W.R.
111	ex-K.E.S.R.
118	ex-L.S.W.R.
119	ex-S.E.C.R.
120-23	ex-Caledonian Rly.

Of these, No. 111 (the Kent & East Sussex "Pickering" coach) had latterly been used as Brigadier's Inspection Saloon and had certainly been so used in the early years of the war, but I never saw it leave the back of the carriage shed while I was there from November 1943 to August 1944. The G.W.R. and Caledonian coaches had come from ambulance trains of the 1914-18 war and had somewhat austere seating. Nos 118 and 119 were invalid saloons bought from the S.R. in 1936 and not used in normal traffic. With the enormous build-up of troops at Longmoor by 1943 it was not surprising that the three set was bought. As it was, the last trains from Liss on a Saturday or Sunday evening were

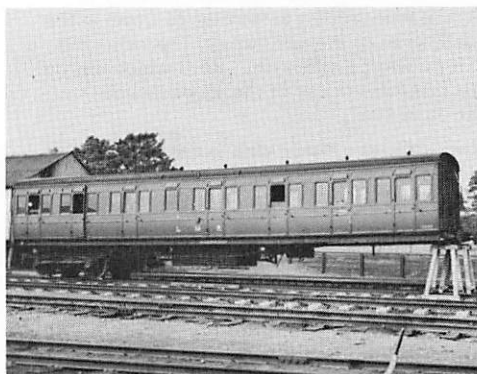


K.&E.S. "Pickering" coach L.M.R. No. 111 on the Hollywater loop, Longmoor Military Railway, in 1941

[Photo H.N. James]

made up to eight coaches, 2-8-0 hauled, packed to standing.

In addition to the 20 S.E.C.R. birdcage sets built to this particular design, there were many more, of course, built over a long period. As mentioned in the previous article, 52 coaches went to the Isle of Wight and 3 to Longmoor. Of the other five, 3395, 3386 and 5411 were withdrawn in 1942, 1944 and 1946 respectively, whilst 3380 and 3400 became Mess and Tool Vans 365S and 366S for the Redhill breakdown trains, in 1946. An article giving full details and drawings of the three types of coach forming these sets appeared in the



"Birdcage" lavatory composite coach No. 5398 at Longmoor in 1955

[Photo G.M. Kichenside]

August 1974 issue of "Model Railway Constructor". Three coaches survive at the Isle of Wight Steam Railway, Haven Street, near Ryde, brakes 4145 (ex-3390), 4149 (ex-3402) and compo. 6375 (ex-5412). The brakes differ from those on the K.&E.S.R. having had their birdcage lookouts removed before shipment to the Isle of Wight in 1948. This work was carried out at Lancing.

Finally it may be of interest to mention that in addition to New Cross Gate, the electric carriage sheds at Selhurst used to deal with steam stock for transfer to departmental stock or for sale. The following notes extracted many years ago from the records then maintained at Selhurst show

carriages sold to the Kent & East Sussex Railway:

S.R. 2714 to K.&E.S.R.	4	11/35
S.R. 2684 to K.&E.S.R.	5	12/35
S.R. 3096 to K.&E.S.R.	6	2/46
S.R. 3121 to K.&E.S.R.	1	4/46

All were ex-L.S.W.R. 3rd Brakes, the first two being non-corridor, which ran for a time on the K.&E.S.R. still bearing their S.R. numbers. The East Kent Railway also acquired two coaches ex-Selhurst in April 1946, S.R. 3126 and 3128, becoming E.K.R. 5 and 6.

R.C. Riley

See also Letters to the Editor

From our Ticket Collection

The Last Passenger?

When the Kent & East Sussex Railway lost its passenger service in 1954, most people thought that the line had seen its last passengers. In point of fact, a number of special passenger trains did run after the end of the passenger service — indeed, the final closure of the line to all traffic in 1961 was marked by a last enthusiasts' special which also traversed the Hawkhurst branch (another 'Colonel Stephens' line), for which special commemorative tickets were printed.

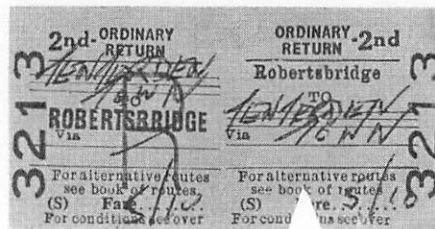
However, it may not be generally known that even in its freight days, the line still carried passengers, since it was possible to apply to British Railways for permission to travel in the guard's van of the daily goods. The writer did this on two occasions, the last of which was on the penultimate day of the goods service — 9th June 1961.

It was always a rather eerie experience to ride along the line at the end of a string of miscellaneous goods wagons in the very early

morning, often with the cool summer mist shrouding the deserted stations at Bodiam and Northiam as desultory shunting movements took place, and in June 1961 this atmosphere took on a poignant air with the feeling that within 48 hours the whole line would be completely dead. Although the Preservation Society was already active even at that early stage, no-one (except, perhaps, myself and the other originator of the preservation bid, Tony Hocking) really thought that it would come to anything.

Nevertheless, when I presented myself at the booking office at Robertsbridge, armed with my guard's van pass, everything had to be done by the book, and to my great surprise, I was solemnly issued with the ticket which is the subject of this article. Not surprisingly, printed tickets to Tenterden were no longer available, but there was no problem in writing out a "blank", and there was even a fare quoted — 5/10d. for the 26 mile journey. The ticket is, of course, a standard British Transport Commission green Edmonson card of the period, although even these are now quite rare now that the Southern Region has adopted the new German style vertically printed tickets of recent years. The ticket was even clipped, but not surprisingly there was no-one at Tenterden Town to collect the outward half, and I was able to retain the complete ticket on my return to Robertsbridge — a treasured souvenir of a memorable journey as well as an interesting ticket specimen in itself.

Robin Doust



Keeping Nature in Check

Mark Yonge describes how the permanent way is being cleared of 20 years of weed growth



Clearing the worst of the undergrowth between Northiam and Bodiam prior to weed killing
[Photo Chris Mitchell]

After British Railways closed the line between Robertsbridge and Tenterden in 1961, very little was done in the way of weed control on the track until negotiations for the transfer of ownership to the Tenterden Railway Company were proceeding satisfactorily. Consequently, nature soon began to take over and the Railway became a haven for plant and wild life.

The first serious efforts at weed clearance were made in 1971, when it became necessary to move some of the Company's rolling stock, which had been stored at Robertsbridge, through to Northiam. Without some undergrowth clearance movement would have been impossible and a rail mounted Hayter cutter was brought into use for several months to cut down the worst of the jungle between Rolvenden and Robertsbridge. In 1972, the Directors decided that weed control should take place in earnest between Tenterden and Rolvenden, which was to be our first operating section although fortunately, the undergrowth on this stretch had never been allowed to take such a hold as it had elsewhere.

At first we used knapsack sprayers mounted on our backs. Mechanical trollies were not permitted on the line at that time and although a flat "push trolley" was sometimes available to carry water, the method was generally slow, wearisome and inaccurate. In 1974 a small mechanical sprayer was purchased, powered by a two stroke

engine, and this together with a water supply was mounted on a flat push trolley. A boom, hung over the front of the trolley, sprayed one half of the track width at a time which meant a double journey to complete the operation.

Later in 1974, the Board decided that the whole line between Tenterden and Bodiam should be sprayed and it was clear that we would need rather more sophisticated equipment. Fortunately, we were able to borrow a suitable sprayer powered by a 4 stroke petrol engine. The spray boom, which was highly effective to a width of 8 ft, would have been unsuitable to cover the total track width in one operation, as it would have snagged the overhanging woody growth. The answer lay in the use of a modern American nozzle known as a T-jet, which was positioned on the trolley, facing centrally over the track to give a spraying width of 14 ft. An additional advantage was that it did not suffer from a common problem of blocked nozzles. The pump, water and all equipment were mounted on a flat trolley and hauled by one of our Wickham trollies. In fact, the method of operation involved the use of 2 Wickham trollies. One pushed the flat wagon and the other Wickham "dead" at a speed of about 4 m.p.h. during spraying; when it was necessary to replenish the water supply the other ran with the flat wagon to the nearest water source — a convenient stream or river. The use of only one

Wickham would have lead to overheating difficulties because of the excessive running at low speeds.

By and large, the system worked well and we completed the work within 3 days. One big problem was wheel slip, even on the most minor gradients, due to the wet chemical mixture on the rails. Wittersham bank was a real headache and we had to spray it by freewheeling backwards down the slope.

An important decision that we had to take before commencing the spraying, was the type of weedkiller to use, out of the many available. An assessment was made of the type of weed present and we found that, after years of neglect, the Kent & East Sussex possessed a fine crop of young oak, willow, elm, bramble, perennial grasses, reeds and mare's tail. Of these, mare's tail and reeds have proved to be the most difficult to kill, primarily because they are deep rooted. The bulk of the chemicals that we use are residual and surface acting which means that not only do deep-rooting weeds come through the protective barrier, but they do not suffer competition with other weeds that have been killed and they therefore tend to grow more strongly.

In 1976 it is planned to extend the spraying to include the land outside the immediate area of the track bed, where bramble growth is a severe problem. Brambles reproduce by a means known as "layering" which means that fresh roots are continually being thrown out at the growing tip as it extends out on to the track bed and these new roots seem impervious to an existing dose of weedkiller. As a result, reinfestation takes place very quickly. We intend to counter this by the use of a brushwood killer. Fortunately, this herbicide kills only woody weeds and does not harm grass, as this would detract from the lineside appearance. It has already been tried out on the section of track between Northiam and Wittersham Road and has proved to be highly successful. A special hormone weedkiller will be applied in mid-July to take out the mare's tail, once it has emerged. We have already experimented with this on a small scale and it has proved to be cheap and efficient.

Weed control, especially of heavily infested areas, is a progressive annual process but happily, chemical doses are reduced to maintenance levels over the years and the cost is proportionately lower than the £100 per mile or more for the initial dosage.

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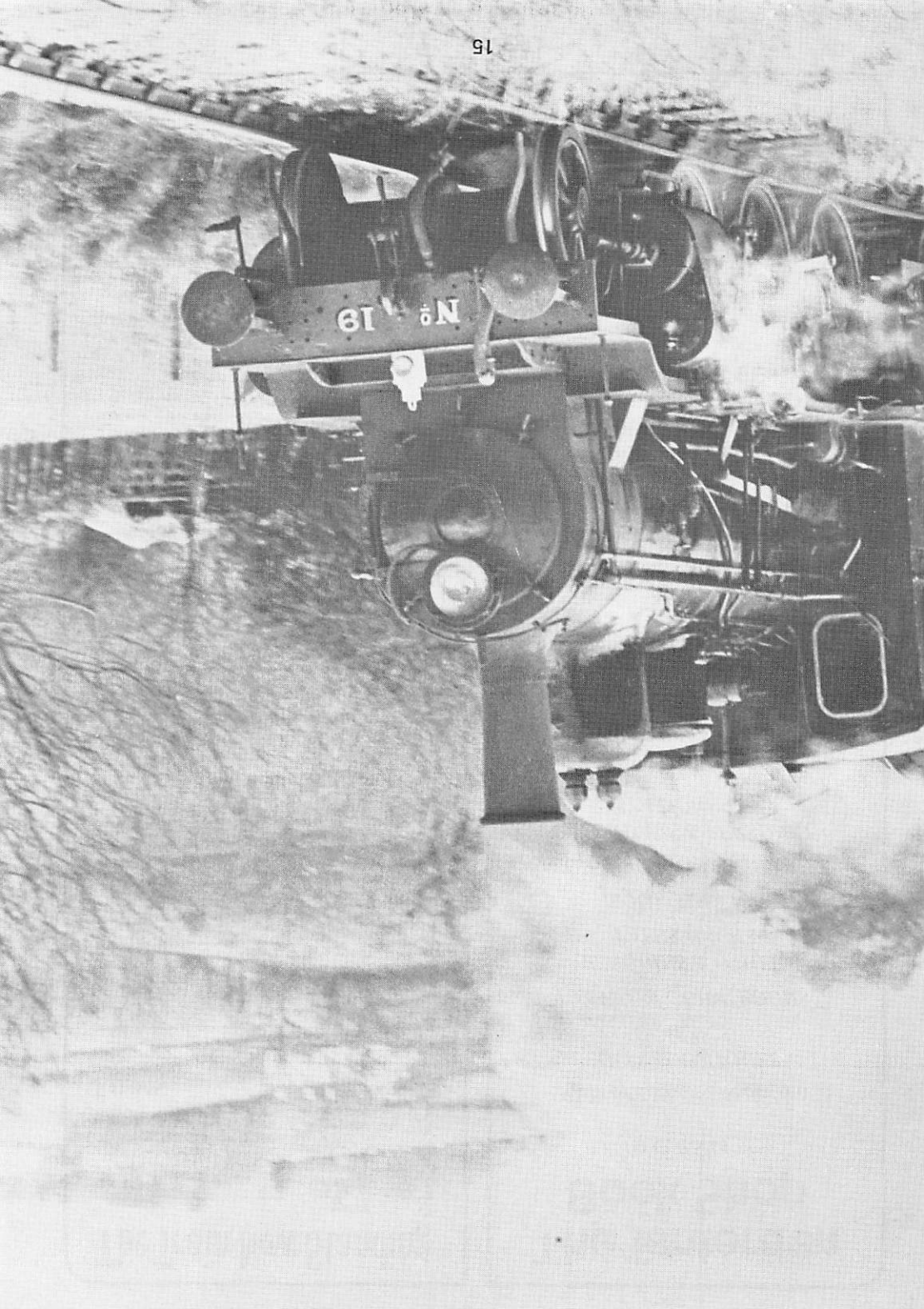
Contact : The Manager, Tenterden 2921

Number Nineteen

Photographed by Chris Mitchell

Locomotive No. 19, our Norwegian Mogul, has been in regular use almost throughout the 1975 season. Popular with the locomotive crews, because of its exceptionally good weather protection, No. 19 is almost as economical on fuel as a "terrier" and yet can handle four coaches on the Tenterden bank with ease. No. 19 and "terrier" No. 10, "Sutton", handled all of Santa's special trains over the Christmas period. With a locomotive attached at each end of the train, Santa's specials proved to be a major attraction last year and carried 2430 children and grown ups as well as Father Christmas.





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Personalities of Colonel Stephens' Railways

Dick Harffrey of the East Kent Railway



The East Kent Railway, opened in stages between 1912 and 1925, extended from Shepherdswell to Wingham and Richborough. Today, only a short section remains, for coal traffic between Shepherdswell and the Tilmanstone Colliery. Dick Harffrey, now in his 80th year, was stationmaster at Wingham for over 20 years. Part of the former station buildings have been re-erected in his garden, to serve as a constant reminder of times past. Philip Shaw and Mark Yonge went to see Dick Harffrey at his home in Wingham last December.

P.S. How did you start your career on the East Kent, Mr Harffrey?

D.H. I had lost a leg whilst serving with the Royal Engineers at Ypres in 1917 and was hospitalised for a time. My father, who was a platelayer on the line, suggested that I should write to Colonel Stephens for a job. In February 1923 I started as station agent at Wingham Town. After 12 months I was sent to Staple as stationmaster and in 1929 I was moved to Wingham, Canterbury Road, where I remained until the line closed in 1951.

M.Y. The East Kent was primarily a goods line, did you get many passengers?

D.H. Very few and many of those merely went for the ride. We only ever needed one carriage. The trouble was that people

couldn't really rely on the railway. For example, nearly all the trains were mixed and if the driver had a heavy load on the steep run up to Eastry South station he wouldn't dare to stop, as he would never have got going again. It was hard luck on any passengers waiting there — they just got left behind. Passenger services were, of course, finally taken off in 1948.

P.S. What was the main type of traffic on the Railway?

D.H. There was a great deal of agricultural produce — fruit and vegetables from Wingham and Staple on the lower section, the coal traffic from Tilmanstone. I remember, the miners called the Railway the "Paddy".

M.Y. Can you remember any funny stories about the line?

D.H. On one occasion, Mr Fagg, our local magistrate, was in a hurry to get to court at Eastry. He was the only passenger on the train at Wingham and I knew that the crew were down at the "Prince of Wales" playing darts and would not be back for a bit. Anyway, after about 20 minutes Mr Fagg got out of the train and went down to the pub to investigate. The story goes that when he asked the fireman when the train would be leaving, the reply was, "just a

minute guy — we must finish the game to see who pays for the beer". The incident was reported and the Fireman and Guard were given the sack.

P.S. I believe you had trouble with an underground fire on the line at one time?

D.H. Yes, in the early part of the War, the embankment caught fire on a 100 yard stretch of the line between the old Wingham Colliery and Wingham Town. I suppose it was made up of coal dust or shale. Anyway, the fire burned for about 2 years and the heat and fumes were terrible. Water was tried to put it out but did no good at all. In the end we blanketed it out by covering the whole embankment with chalk.

M.Y. Do you remember any accidents on the line?

D.H. We had a bad one at Shepherdswell. An engine coming out of the shed all but severed the leg of platelayer, George Rogers who was working on the track. A doctor was called and he completed the amputation on the spot. The driver was told to put the leg in the firebox, but George, who had an eye for economy, insisted that he took the boot off first!

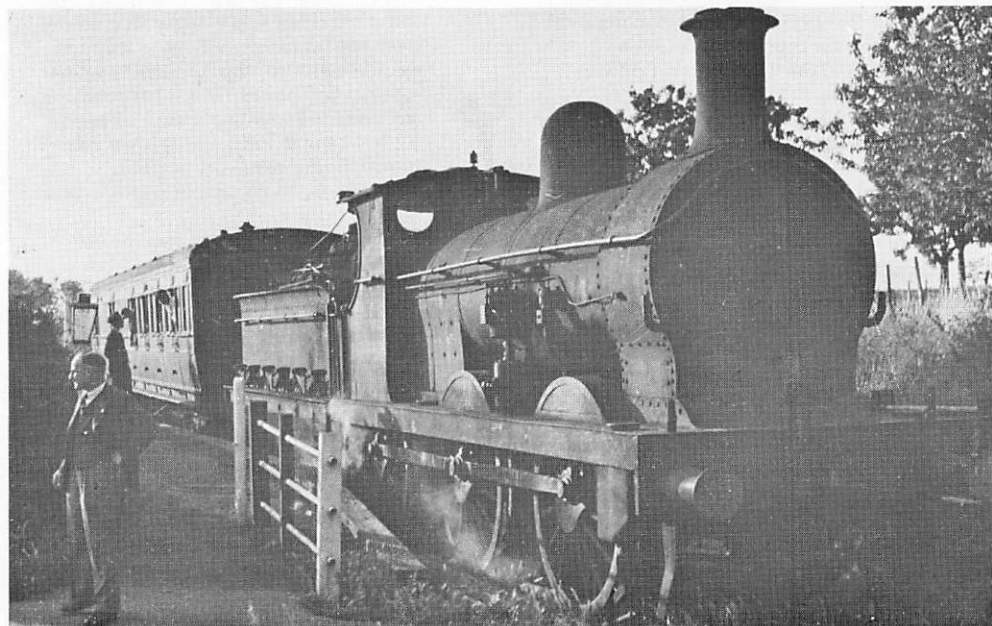
M.Y. It must have been rather a lonely existence for you at such a remote station as Canterbury Road?

D.H. Yes, Canterbury Road was nowhere. It had been intended to extend the line through to Canterbury West, but although some of the earthworks were completed, track was never laid. In fact, we didn't encourage passengers to use the station at Canterbury Road as it meant running the train across the adjacent level crossing. Most people got on or off in the goods yard. On Saturday nights, I used to go down on the train for a game of cards and drink with the driver and guard — the fireman managed the engine on his own.

P.S. What happened to you when the line closed?

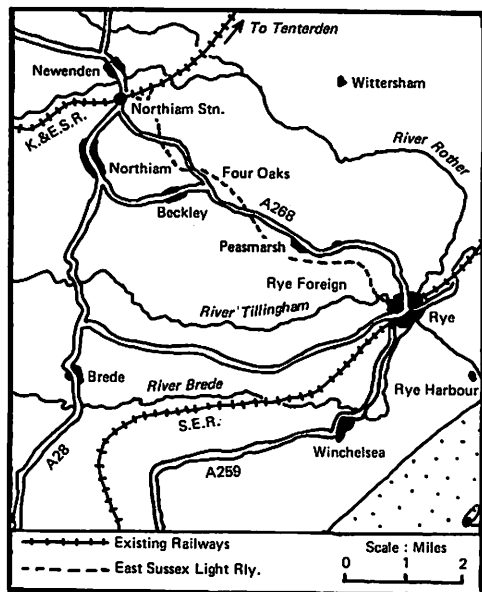
D.H. I went to Canterbury West as a ticket collector until I retired in 1953. It was sad to see the line go — it had been completely relaid with bull-headed rail above Tilmanstone only a few months previously.

This article is the first in an occasional series. The Editor would be pleased to hear of the whereabouts of former members of the staff of any of Colonel Stephens' railways.



Last day of passenger services, 30th October 1948. Dick Harffrey (left) looks for the last passengers
[Photo A.R. Catt Collection]

The East Sussex Light Railway



The idea of building a railway between Northiam and Rye would seem to us today a highly risky proposition but that was a serious proposal at the turn of the century. Rye, a port almost stranded from the sea, had been served by the South Eastern Railway for nearly fifty years, whilst Northiam, a straggling village some seven miles inland from Rye, was shortly to be served by the Rother Valley Light Railway then in the course of construction. Why then was it planned to build a railway between these two places?

Traditionally, railways had been built where maximum traffic was to be obtained, usually between centres of population. In the decade before the internal combustion engine revolutionised transport, there were moves to bring the benefits of railways to those areas where hitherto it had been uneconomic to construct them, particularly in agricultural districts. Thus the primary object of the Light Railways Act, 1896, was to encourage the building of lines in circumstances where the necessary capital for construction would not normally be forthcoming; not only was an authorising Act of Parliament not required but building requirements were relaxed and, perhaps most important, financial aid might be granted from government and local council sources. Not surprisingly schemes for new lines proliferated.

The East Sussex Light Railway was just one of

these schemes. A notice appeared in local papers in November, 1899, announcing that an application would be made to the Light Railway Commission for an Order authorising the "Construction, Working and Maintenance of Light Railways between Northiam and Rye, both in the County of Sussex".

Three lines were proposed. The main line — Railway No. 1 — was to be nearly seven miles long. Leaving the Rother Valley Light Railway at the north-east end of Gate Court House, Northiam, some 300 yards east of Northiam Station, it would have followed a south-easterly direction to Beckley Four Oaks, Peasmarsh and Rye Foreign, before descending to the levels of the River Tillingham and terminating at a point some 200 yards south-west from the South Eastern company's station buildings at Rye. Railway No. 2 was to be a spur one-quarter mile in length making an east-facing connection with the R.V.L.R. Railway No. 3, 300 yards long, would have connected the light railway with a siding of the S.E.R. at Rye. The railways were to be single track throughout and of standard gauge.

The intended route closely follows the present A268 road from Northiam to Rye. The railway would have crossed the main road three times on the level, twice before Beckley Four Oaks and then once more in Peasmarsh. Altogether there were to be eight public road level-crossings and innumerable occupation crossings; one road, that from Rye Foreign to Peasmarsh Place, was to bridge the railway, and there were two bridges of 50 ft. span planned to cross the River Tillingham, thereby cutting across a meander of the river. The terminus site in Rye, then allotments, is now occupied by the Thomas Peacock Lower School.

Earthworks would have been fairly light and the line of rails kept close to the land profile, the ruling gradient being 1 in 50. The main line was estimated to cost £40618 and the other 2 short sections £3426, making a total of some £44000. The engineer was to have been none other than Holman F. Stephens!

The area has always been purely agricultural although there were then a greater number of hop-gardens. The Book of Reference shows that there were only a few landowners: William Langham Christie owned most of the required land in the parishes of Northiam and Beckley, while that in Peasmarsh and Rye Foreign was held almost exclusively by Charles Lyon Liddell. The line's sponsors were Thomas Neve and James Selmes, both of whom resided in the district but

little is known of them; Colonel Stephens appears to have conducted affairs on their behalf.

An interval of over a year elapsed before a public enquiry into the proposed railway was held in Rye on 12th March 1901. This enquiry had been postponed from time-to-time while the promoters negotiated with the S.E.R. Eventually the S.E.R. made it a condition of their assent that the short junction curve on to the R.V.L.R. — Railway No. 2 — designed to facilitate a direct service between Rye and Tenterden, should be abandoned; they considered that this would afford a shorter route to Headcorn than their own lines in the event of the R.V.L.R. Headcorn Extension being built.

Evidence was produced showing that a majority of landowners were in favour as were the local and county councils; the proposed light railway was shown to provide a needed means of access to Rye, particularly for farmers, and would assist the development of the town as a seaside resort and as a fishing harbour. The Light Railway Commissioners approved the line, expressing the opinion that it would be more satisfactory if this light railway, the Rother Valley and the Cranbrook and Tenterden Light Railways were all in the hands of one company. Subsequently the promoters were able to state that the East Sussex and the R.V.L.R. would be worked together; this was probably the idea of Colonel Stephens, as it would have unified the lines under his control.

The Light Railway Order was signed on 19th December 1901. Messrs. Neve and Selmes, and three others nominated by them, were to be the first directors of the "East Sussex Light Railway Company" which was to have an authorised capital of £45000 in £1 shares and powers to borrow a further £15000. Railways Nos 1 and 3 were authorised to be constructed, the periods allowed for the compulsory purchase of lands and for completion being three and five years respectively from the date of the Order. A feature of the Order was Clause 17 which placed a restriction on the taking of houses of the labouring classes, stating "... may not purchase or acquire ten or more houses occupied wholly or partially by persons belonging to the labouring class as tenants or lodgers as at last 15th December ... in each Parish": it then defined the labouring class and threatened a penalty of £500 for each infringement. All very curious, as it was only proposed to take one house in the course of the whole line!

A station and goods siding had to be provided at Peasmarsh and it is probable that another was planned for Beckley Four Oaks as well as the terminus at Rye; the Order specifically stated that there was no obligation to provide shelter or conveniences at any station or stopping place. Two short sidings had also to be provided for the use of the Peasmarsh Estate. The company was empowered to enter into agreements with the



Northiam Station, circa 1901. The locomotive is No. 3 "Bodiam", still with condensing pipes as delivered. These were removed in 1904

[Photo Stephen Garrett Collection]

R.V.L.R. as to construction, management and working, and also had powers to use the Rye and Camber Tramway (with which it had no connection). Operating provisions included axle weights limited to 14 tons, rails of at least 60 lb weight, and a maximum speed of 25 mph, 15 mph if running tender-first. Finally, the company was allowed to charge rates 25% in excess of those of the S.E.R.

Thus the position remained for three years; the promoters were authorised to go-ahead but could not raise the necessary capital. By 1904 Colonel Stephens was seeking a government grant-in-aid for the line. In a letter to the Light Railway Commissioners he wrote that he had "... arranged with a contractor to construct the line for £22000 cash and £20000 in ordinary shares; we have arranged £13000 of the £22000 but are at a standstill for the £9000 and there seems little chance of getting it at present from the public. Can you put in a good word for us (the E.S.L.R.) in a free grant of, say, £4000 and a loan of £5000 from the Treasury? The Kent & East Sussex Light Railway Company (the renamed R.V.L.R.) will work the line at 50% and maintain it". He was justifiably put-out when the Treasury ruled that the company was not a railway within the meaning of the 1896 Act and therefore was not prepared to lend the money. The local and county councils were similarly unforthcoming when it came to producing funds.

By the end of 1904 the original powers had expired and the promoters were obliged to seek a further Order authorising an extension in time to purchase lands and effect the construction. At the same time they sought to alter the ruling gradient from 1 in 50 to 1 in 40 and to increase their borrowing powers owing to the rise in the cost of materials and labour. There were several objections to the extension being granted, primarily on the grounds that the line would never be built and that the never to be implemented compulsory purchase powers unnecessarily reduced property values. However, the Commissioners allowed the new Order on hearing that the Headcorn Extension of the K.&E.S.L.R. was nearly complete and that they would shortly be free to assist in construction. The Order allowed for an extension of two years and the authorised capital to be increased to £48000. The 1904 plans show the line skirting around the River Tillingham, without crossing it, thus saving the two bridges.

The promoters had to take their case for increasing the ruling gradient to the Board of Trade. Their reason was "... to make economies



*S.E. & C.R. Railmotor at Rye Station, circa 1912
[Photo Lens of Sutton]*

in earthworks which are only possible if sharpened gradients are permitted. Should economies not be possible it is doubtful if sufficient capital would be available for the continuation of the undertaking". Consent was given on condition that gates were erected at level-crossings where the gradient exceeded 1 in 50 instead of the usual cattle-grids. This cannot have pleased Colonel Stephens as he would have had to bear the additional cost of gate-keepers and huts for them.

A further extension of time Order was sought and obtained in 1907 despite renewed objections: another period of two years was authorised as was the guaranteeing of dividends by the K.&E.S.L.R. on a share capital reduced to £40000, of which £24000 were preference shares.

Nothing more happened, the capital was not raised and the line never built. Despite the optimism of the promoters and the readiness of the K.&E.S.L.R. to enter into working agreements, the 1907 Order is the last public record of the E.S.L.R. It would have made, if constructed, an interesting but not very profitable adjunct to the local railway system. As a postscript it is surprising to note that the line from Northiam to Rye is shown as a proposed route on maps issued by the K.&E.S.L.R. as late as 1934.

Neil Rose

SOURCES:

East Sussex Record Office, Lewes: plans and sections.

Public Record Office, London; Records of the Board of Trade, L.R. Commissioners and Minute Books of the K.&E.S.L.R.

Mrs. M.N. Howse, Beckley.

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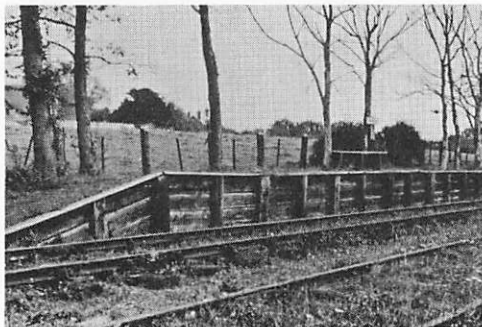
Letters to the Editor

Salehurst

Sir — With regard to the correspondence in the Winter 1975 issue of *The Tenterden Terrier*, could you publish a photograph of Salehurst?

I was in conversation with a farmworker last year, who was employed at Abbey Farm after the 1914/18 war. He recalled that one of his jobs as a boy was to drive a horse and waggon from Abbey Farm, which is south of the River Rother, to Salehurst Siding, passing over the river (the bridge in those days would carry such loads, today it is only a footbridge) and meet the first "up" train from Robertsbridge. The train would shunt off two trucks of "shoddy" (used as an inorganic manure for hop growers) which were to be unloaded by mid-day, if possible, to enable the early afternoon "down" train to collect the empties. Cranbrook, Kent

Derek Reader



Salehurst — 31st August 1938. The siding was put in for the benefit of the owners of the Banton Estate when the railway was opened but the platform was not installed until the mid-1920's

[Photo B.K. Cope Collection]

"Birdcages"

Sir — I was interested to read about the two S.E.C.R. Birdcage coaches in the last issue, as they once formed part of a train-set which helped me out of a difficult situation.

In 1943-4 I was in charge of Carriage and Wagon maintenance on the Longmoor Military Railway. This was the period of a huge build-up of stores and training of personnel for the forthcoming invasion of Europe in 1944 and was the zenith of the L.M.R.'s achievements because the train movements were out of all proportion to the size of this small railway.

Unfortunately movements on such a vast scale were not without mishaps, and coaches were damaged more quickly than they could be repaired, and the Operating Department was forced to reduce its standard train lengths from three to two coaches, as the middle coach of each train set was an ex-Caledonian Railway one with six-wheeled bogies and two such coaches could not be used together because of buffer locking on sharp curves, so that they were always marshalled between two ex-G.W.R. coaches.

A happy sight greeted me when I arrived at the works yard one morning in the autumn of 1943; there stood the ex-S.E.C.R. Birdcage set which had arrived overnight. It was painted in sombre grey, and was quickly put into service without even painting the coaches L.M.R. green which was standard livery. I see in Ronald and Carter's book "The Longmoor Military Railway" that they were later numbered 135821-4, but this was a post-war numbering scheme, and I seem to recollect that after arrival they were not numbered but were identified by the L.M.R. set number.

The lavatories were already locked on arrival and remained so. Steam heating was non-existent as most of the L.M.R. locomotives were goods types and not fitted, so that in all probability the through pipes were removed before the set had left the Southern Railway.

There were vandals even in those days, and the green moquette in some of the second class compartments, standard for the Southern in the late 1930's, became slashed and torn. However, the culprits were so unpopular with their fellow soldiers when all recreational trains were withdrawn, that vandalism soon stopped.

The arrival of this train-set on the L.M.R. was followed shortly afterwards by an ex-L.S.W.R. 3-coach ambulance train from Netley for conversion to passenger traffic; and these two sets saw the end of the coaching stock shortage, but while the S.E.C.R. set was the most comfortable the ex-L.S.W.R. one was the opposite, as it was fitted with plain longitudinal wooden seats.

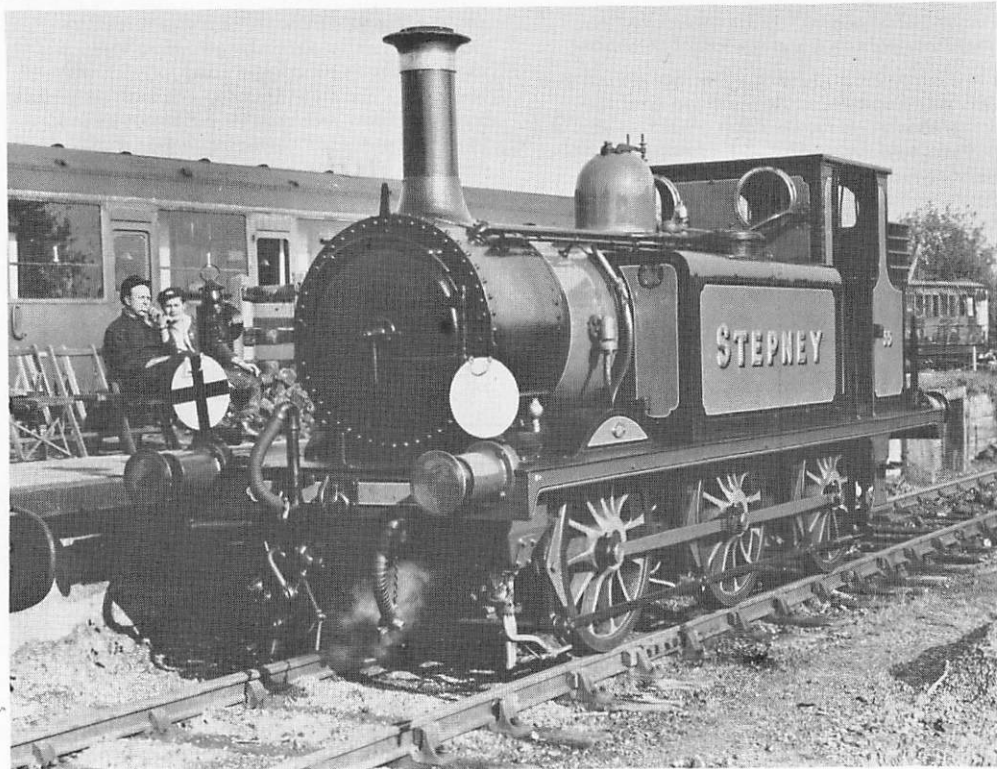
Accidents still persisted, but fortunately the Birdcage set was not involved in any mishap, at least during my stay at Longmoor, where it put in excellent service, allowing the original train-sets to be repaired and once again brought up to their full strength.

Upper Warlingham, Surrey

Douglas Barnard

Absent Friends

No. 3 – "The Terriers"



"Stepney" at Sheffield Park Station. Bluebell Railway in 1965

[Photo R.C. Riley]

No class of locomotive has been so closely associated with the Kent & East Sussex as the "Terriers". Fifty of these light, agile and robust 0-6-0 tank engines were built for the L.B.S.C.R. between 1872 and 1880. The class proved so useful to successive owners that ten have survived to be preserved.

For the Kent & East Sussex, pride of place amongst the ten survivors must go to No. 3 "Bodiam" (L.B.S.C. No. 70 "Poplar") and No. 10 "Sutton" (L.B.S.C. No. 50 "Whitechapel") but of the remaining eight no fewer than six ran on the K.&E.S.R. at some time. Some came to the line on hire from the Southern, others were used in regular service on the line by British Railways whilst others paid visits to Tenterden on enthusiasts' specials.

In 1938 the K.&E.S.R. hired 2655 (L.B.S.C. No. 55 "Stepney") to help during the hop-picking

season. 2655 remained until 1939 and then returned to the line in British Railways days until assisting on the last day of passenger services in 1954. In 1960 this locomotive was purchased for preservation by the Bluebell Railway where it has resumed its original number and name.

In 1941, 2678 (L.B.S.C. 78 "Knowle") arrived at Rolvenden on hire and was seen regularly on the line right up to 1958. A notable occurrence during one of its visits came in 1949 when it ran off the track into marshy ground near Wittersham Road and remained firmly stuck for some time. In 1964 this engine was bought for display at Butlin's Pwllheli Holiday Camp.

The first additional "Terrier" sent to the line by British Railways was 32640 (L.B.S.C. 40 "Brighton") which visited the line regularly from 1948. Butlins also purchased this locomotive in

1964 but it has subsequently passed into the care of the Wight Locomotive Society and currently resides at their Haven Street Station.

A third "Terrier" initially preserved by Butlins but now displayed at Bressingham is 32662 (L.B.S.C. 62 "Martello") which visited the K.&E.S.R. in the later days of steam operation by British Railways. 32662 shared the running of the very last steam excursion with "Bodiam" in June 1961.

The first "Terrier" put into service by the L.B.S.C.R., No. 72 "Fenchurch", did not venture onto the Kent & East Sussex until its freight-only period when, as No. 32636, it was retained at Ashford to deputise should the regular diesel locomotives assigned to the line fail. "Fenchurch" was sold to the Bluebell Railway in 1964.

The other "Terrier" to survive of those that traversed the K.&E.S.R. did so only once; DS 680 (L.B.S.C. 54 "Waddon") hauled a Ramblers Association special over the line in 1959. However, "friends" can scarcely be more "absent" than this one as it now resides at Montreal under the auspices of the Canadian Historical Association!

Colonel Stephens appreciated the merits of the "Terriers" and purchased samples not only for the K.&E.S.R. but also for the Shropshire & Montgomeryshire and Weston, Clevedon & Portishead lines. Only "Bodiam" survives of the Colonel's "Terriers" but it is fortunate that six other "Terriers" with a K.&E.S.R. connection should also have survived.

Stephen Garrett

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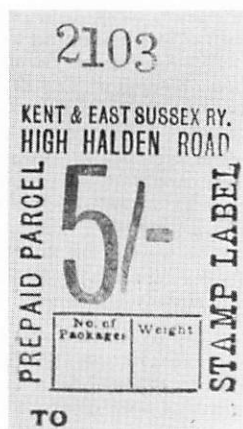
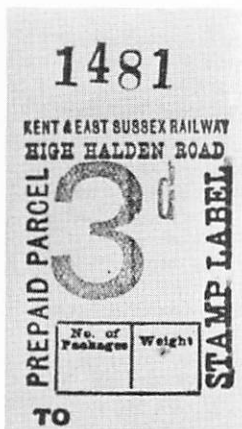
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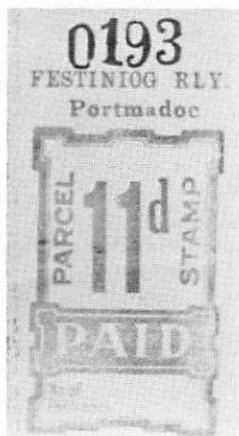
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The Philately of Colonel Stephens' Railways



[All stamps, Author's collection]

Kent & East Sussex parcel stamps. The varied type faces represented in these 3 examples suggest that there has been more than one printing.



Festiniog parcel stamp



(Left) Shropshire & Montgomeryshire parcel stamp. Note similarity in design and type faces with Kent & East Sussex stamps. (Above) Shropshire & Montgomeryshire letter stamp of the 1914 issue.

Railway philately is probably a new subject to most readers and so I have included in this article a brief mention of the postal and other services for which British railway companies have at some time issued stamps.

The oldest continuously running service is the parcel post which has existed since the beginnings of the railways. Stamps were first issued in Ireland in 1877 and after spreading to most of Great Britain are now only to be found in Ireland. Parcel stamps were issued by at least 5 of Colonel Stephens' railways — the Kent & East Sussex, East Kent, Shropshire & Montgomeryshire, Festiniog and Welsh Highland. In 1855, after the

ending of the newspaper tax, which had given free postage to newspapers, railway newspapers and newspaper parcel services were started. The only Colonel Stephens' railway known to have issued newspaper stamps was the Shropshire & Montgomeryshire.

Letter posts have also been operated by the railways since the earliest times, although the Post Office monopoly restricted the scope of these services. The Stockton and Darlington was the first railway to start a letter service for orders, etc., between the collieries along its route. The railway issued the first ever 1d. postage stamps in 1835, five years before the first Post Office

issue, the penny black. Later, the custom developed of sending express letters, tied with string, as "parcels" to get round the Post Office monopoly. This led to the 1891 agreement between the railways and the Post Office whereby letters bearing normal postage stamps could be sent by the next available passenger train for the additional fee of (initially) 2d. The Post Office authorised a standard design of stamp to be printed in green for the railway companies to issue for this service. The Shropshire & Montgomeryshire is the only Colonel Stephens' line that issued letter stamps.

The Kent & East Sussex parcel stamps were printed in black on rolls of white or occasionally pink ungummed paper of various qualities, 33mm to 35mm wide, each stamp being 60mm to 65mm long. All had control numbers, as is customary with railway stamps, with the value printed separately from the rest of the stamp. Values of ½d., 1d., 2d., 3d., 4d., 5d., 6d., 7d., 8d., 9d., 10d., 11d., 1/-, 2/-, 2/6d., 5/- and 10/- are known to have been issued at Bodiam, Tenterden Town, High Halden Road and Frittenden Road. They probably date from the early 1920's.

The only East Kent Railway stamps of which I know, are two 11d. parcel stamps that appeared at auction in 1970.

The Shropshire & Montgomeryshire parcel stamps are similar to the Kent & East Sussex, although the lower values do not have a station name. Values of 1d., 2d., 3d., 4d., 5d., 6d., 7d., 8d., 9d., 10d., 11d., and 1/- are known without a

station name and 4/-, 5/- and £1 from Shrawardine, Maesbrook and Llanymynech. One ½d. black on pink newspaper stamp appeared at an auction in 1974 (it sold for £2.50). The letter stamps are better documented and I have given a list of the issues in table 1.

The Festiniog parcel stamps were also printed on ungummed coils of paper about 32mm to 34mm wide, similar to that used for the Kent & East Sussex and Shropshire & Montgomeryshire stamps, which suggests that they date from the period of Colonel Stephens' control. They were more ornate than the other companies' issues and were printed in red. They are known with control numbers at the top or bottom of the stamp. Values of 1d., 2d., 3d., 4d., 5d., 6d., 7d., 8d., 9d., 10d., 11d., 1/-, 2/-, 3/-, 4/-, 5/-, are known from Portmadoc, Penrhyndeudraeth, Tanybwllch, Tanygrisiau, Blaenau Festiniog and Duffws. The Festiniog joined the 1891 letter post agreement a few months after the other railways, but never issued stamps. A few covers are known from the 1930's, prepaid with parcel stamps, but it is assumed that most of the letters carried by this line were paid for at the time of posting and not stamped.

Welsh Highland Railway stamps of 1d., 2d., 3d., 4d., 5d., 8d., 9d., and 1/6d. are known from South Snowdon and Dinas Junction.

In order that a more complete record of all these stamps can be built up, I would like to hear from readers who have any in their possession.

Dr. Paul E. Waters

Table 1 – Shropshire & Montgomeryshire Railway Letter Stamps

<i>Issue</i>	<i>Date</i>	<i>Value</i>	<i>Description</i>
1	1914	2d.	Vermillion, perf 11 X 11, lithographed in sheets of 6 stamps. These differ from the authorised design in having the railway name in a single box at the top, not split between top and bottom.
2	1920	3d.	Various manuscript or handstamp surcharges of 1st issue.
3	1920	4d.	Various manuscript or handstamp surcharges of 1st issue.
4	1923	4d.	Red brown, design as 1st issue but badly printed in coils, perf 11, the printer's name, Williamson, Printer, Ashton, appears under 1st stamp of coil only.
5	1927	4d.	Brown lake, as 4th issue but printer's name under all stamps.
6	1928	3d.	Various manuscript or handstamp surcharges on 4th and 5th issues.
7	1929	3d.	Bluish green, as 5th issue.
8	1940	4d.	Manuscript surcharge on 7th issue.

From the Railway Archives

Home made steel versus imported rubber

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KENT & EAST SUSSEX RAILWAY TIME TABLE

March 4th, 1929, and until further notice.

		a.m.		Down Trains		p.m.	
Stations				SO	KS	SO	KS
	London.....dep.	8.55	9.15	10.30		2.30	2.50
	Tonbridge.....	9.15	10.30	11.45		2.50	3.10
	Tonbridge Wells, Central.....	9.30	10.45	12.00		3.10	3.30
	Hastings.....	9.45	11.00	12.15		3.30	3.50
	Hobartbridge Jn. S.E.	9.55	11.10	12.25		3.40	4.00
	Junction Road.....	10.05	11.20	12.35		3.50	4.10
	Bodiam.....	10.15	11.30	12.45		4.00	4.20
	Northing.....	10.25	11.40	12.55		4.10	4.30
	Wittersham Road.....	10.35	11.50	13.05		4.20	4.40
	Holvenham.....	10.45	12.00	13.15		4.30	4.50
	Tenterden Town.....	10.55	12.10	13.25		4.40	4.60
	Tenterden St. Michael.....	11.05	12.20	13.35		4.50	5.10
	High Halden Road.....	11.15	12.30	13.45		5.00	5.20
	Wittersham Road.....	11.25	12.40	13.55		5.10	5.30
	Tenterden Town.....	11.35	12.50	14.05		5.20	5.40
	Wittersham Road.....	11.45	13.00	14.15		5.30	5.50
	Holvenham.....	11.55	13.10	14.25		5.40	5.60
	Tenterden Central.....	12.05	13.20	14.35		5.50	6.10
	Tonbridge.....	12.15	13.30	14.45		6.00	6.20
	London.....	12.25	13.40	14.55		6.10	6.30
	London.....	12.35	13.50	15.05		6.20	6.40
	London.....	12.45	14.00	15.15		6.30	6.50
	London.....	12.55	14.10	15.25		6.40	6.60
	London.....	13.05	14.20	15.35		6.50	6.70
	London.....	13.15	14.30	15.45		7.00	6.80
	London.....	13.25	14.40	15.55		7.10	6.90
	London.....	13.35	14.50	16.05		7.20	7.00
	London.....	13.45	15.00	16.15		7.30	7.10
	London.....	13.55	15.10	16.25		7.40	7.20
	London.....	14.05	15.20	16.35		7.50	7.30
	London.....	14.15	15.30	16.45		8.00	7.40
	London.....	14.25	15.40	16.55		8.10	7.50
	London.....	14.35	15.50	17.05		8.20	7.60
	London.....	14.45	16.00	17.15		8.30	7.70
	London.....	14.55	16.10	17.25		8.40	7.80
	London.....	15.05	16.20	17.35		8.50	7.90
	London.....	15.15	16.30	17.45		9.00	8.00
	London.....	15.25	16.40	17.55		9.10	8.10
	London.....	15.35	16.50	18.05		9.20	8.20
	London.....	15.45	17.00	18.15		9.30	8.30
	London.....	15.55	17.10	18.25		9.40	8.40
	London.....	16.05	17.20	18.35		9.50	8.50
	London.....	16.15	17.30	18.45		10.00	8.60
	London.....	16.25	17.40	18.55		10.10	8.70
	London.....	16.35	17.50	19.05		10.20	8.80
	London.....	16.45	18.00	19.15		10.30	8.90
	London.....	16.55	18.10	19.25		10.40	9.00
	London.....	17.05	18.20	19.35		10.50	9.10
	London.....	17.15	18.30	19.45		11.00	9.20
	London.....	17.25	18.40	19.55		11.10	9.30
	London.....	17.35	18.50	20.05		11.20	9.40
	London.....	17.45	19.00	20.15		11.30	9.50
	London.....	17.55	19.10	20.25		11.40	10.00
	London.....	18.05	19.20	20.35		11.50	10.10
	London.....	18.15	19.30	20.45		12.00	10.20
	London.....	18.25	19.40	20.55		12.10	10.30
	London.....	18.35	19.50	21.05		12.20	10.40
	London.....	18.45	20.00	21.15		12.30	10.50
	London.....	18.55	20.10	21.25		12.40	11.00
	London.....	19.05	20.20	21.35		12.50	11.10
	London.....	19.15	20.30	21.45		13.00	11.20
	London.....	19.25	20.40	21.55		13.10	11.30
	London.....	19.35	20.50	22.05		13.20	11.40
	London.....	19.45	21.00	22.15		13.30	11.50
	London.....	19.55	21.10	22.25		13.40	12.00
	London.....	20.05	21.20	22.35		13.50	12.10
	London.....	20.15	21.30	22.45		14.00	12.20
	London.....	20.25	21.40	22.55		14.10	12.30
	London.....	20.35	21.50	23.05		14.20	12.40
	London.....	20.45	22.00	23.15		14.30	12.50
	London.....	20.55	22.10	23.25		14.40	13.00
	London.....	21.05	22.20	23.35		14.50	13.10
	London.....	21.15	22.30	23.45		15.00	13.20
	London.....	21.25	22.40	23.55		15.10	13.30
	London.....	21.35	22.50	24.05		15.20	13.40
	London.....	21.45	23.00	24.15		15.30	13.50
	London.....	21.55	23.10	24.25		15.40	14.00
	London.....	22.05	23.20	24.35		15.50	14.10
	London.....	22.15	23.30	24.45		16.00	14.20
	London.....	22.25	23.40	24.55		16.10	14.30
	London.....	22.35	23.50	25.05		16.20	14.40
	London.....	22.45	24.00	25.15		16.30	14.50
	London.....	22.55	24.10	25.25		16.40	15.00
	London.....	23.05	24.20	25.35		16.50	15.10
	London.....	23.15	24.30	25.45		17.00	15.20
	London.....	23.25	24.40	25.55		17.10	15.30
	London.....	23.35	24.50	26.05		17.20	15.40
	London.....	23.45	25.00	26.15		17.30	15.50
	London.....	23.55	25.10	26.25		17.40	16.00
	London.....	24.05	25.20	26.35		17.50	16.10
	London.....	24.15	25.30	26.45		18.00	16.20
	London.....	24.25	25.40	26.55		18.10	16.30
	London.....	24.35	25.50	27.05		18.20	16.40
	London.....	24.45	26.00	27.15		18.30	16.50
	London.....	24.55	26.10	27.25		18.40	17.00
	London.....	25.05	26.20	27.35		18.50	17.10
	London.....	25.15	26.30	27.45		19.00	17.20
	London.....	25.25	26.40	27.55		19.10	17.30
	London.....	25.35	26.50	28.05		19.20	17.40
	London.....	25.45	27.00	28.15		19.30	17.50
	London.....	25.55	27.10	28.25		19.40	18.00
	London.....	26.05	27.20	28.35		19.50	18.10
	London.....	26.15	27.30	28.45		20.00	18.20
	London.....	26.25	27.40	28.55		20.10	18.30
	London.....	26.35	27.50	29.05		20.20	18.40
	London.....	26.45	28.00	29.15		20.30	18.50
	London.....	26.55	28.10	29.25		20.40	19.00
	London.....	27.05	28.20	29.35		20.50	19.10
	London.....	27.15	28.30	29.45		21.00	19.20
	London.....	27.25	28.40	29.55		21.10	19.30
	London.....	27.35	28.50	30.05		21.20	19.40
	London.....	27.45	29.00	30.15		21.30	19.50
	London.....	27.55	29.10	30.25		21.40	20.00
	London.....	28.05	29.20	30.35		21.50	20.10
	London.....	28.15	29.30	30.45		22.00	20.20
	London.....	28.25	29.40	30.55		22.10	20.30
	London.....	28.35	29.50	31.05		22.20	20.40
	London.....	28.45	30.00	31.15		22.30	20.50
	London.....	28.55	30.10	31.25		22.40	21.00
	London.....	29.05	30.20	31.35		22.50	21.10
	London.....	29.15	30.30	31.45		23.00	21.20
	London.....	29.25	30.40	31.55		23.10	21.30
	London.....	29.35	30.50	32.05		23.20	21.40
	London.....	29.45	31.00	32.15		23.30	21.50
	London.....	29.55	31.10	32.25		23.40	22.00
	London.....	30.05	31.20	32.35		23.50	22.10
	London.....	30.15	31.30	32.45		24.00	22.20
	London.....	30.25	31.40	32.55		24.10	22.30
	London.....	30.35	31.50	33.05		24.20	22.40
	London.....	30.45	32.00	33.15		24.30	22.50
	London.....	30.55	32.10	33.25		24.40	23.00
	London.....	31.05	32.20	33.35		24.50	23.10
	London.....	31.15	32.30	33.45		25.00	23.20
	London.....	31.25	32.40	33.55		25.10	23.30
	London.....	31.35	32.50	34.05		25.20	23.40
	London.....	31.45	33.00	34.15		25.30	23.50
	London.....	31.55	33.10	34.25		25.40	24.00
	London.....	32.05	33.20	34.35		25.50	24.10
	London.....	32.15	33.30	34.45		26.00	24.20
	London.....	32.25	33.40	34.55		26.10	24.30
	London.....	32.35	33.50	35.05		26.20	24.40
	London.....	32.45	34.00	35.15		26.30	24.50
	London.....	32.55	34.10	35.25		26.40	25.00
	London.....	33.05	34.20	35.35		26.50	25.10
	London.....	33.15	34.30	35.45		27.00	25.20
	London.....	33.25	34.40	35.55		27.10	25.30
	London.....	33.35	34.50	36.05		27.20	25.40
	London.....	33.45	35.00	36.15		27.30	25.50
	London.....	33.55	35.10	36.25		27.40	26.00
	London.....	34.05	35.20	36.35		27.50	26.10
	London.....	34.15	35.30	36.45		28.00	26.20
	London.....	34.25	35.40	36.55		28.10	26.30
	London.....	34.35	35.50	37.05		28.20	26.40
	London.....	34.45	36.00	37.15		28.30	26.50
	London.....	34.55	36.10	37.25		28.40	27.00
	London.....	35.05	36.20	37.35		28.50	27.10
	London.....	35.15	36.30	37.45		29.00	27.20
	London.....	35.25	36.40	37.55		29.10	27.30
	London.....	35.35	36.50	38.05		29.20	27.40
	London.....	35.45	37.00	38.15		29.30	27.50
	London.....	35.55	37.10	38.25		29.40	28.00
	London.....	36.05	37.20	38.35		29.50	28.10
	London.....	36.15	37.30	38.45		30.00	28.20
	London.....	36.25	37.40	38.55		30.10	28.30
	London.....	36.35	37.50	39.05		30.20	28.40
	London.....	36.45	38.00	39.15		30.30	28.50
	London.....	36.55	38.10	39.25		30.40	29.00
	London.....	37.05	38.20	39.35		30.50	29.10
	London.....	37.15	38.30	39.45		31.00	29.20
	London.....	37.25	38.40	39.55		31.10	29.30
	London.....	37.35	38.50	40.05		31.20	29.40
	London.....	37.45	39.00	40.15		31.30	29.50
	London.....	37.55	39.10	40.25		31.40	30.00
	London.....	38.05	39.20	40.35		31.50	30.10
	London.....	38.15	39.30	40.45		32.00	30.20
	London.....	38.25	39.40	40.55		32.10	30.30
	London.....	38.3					

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