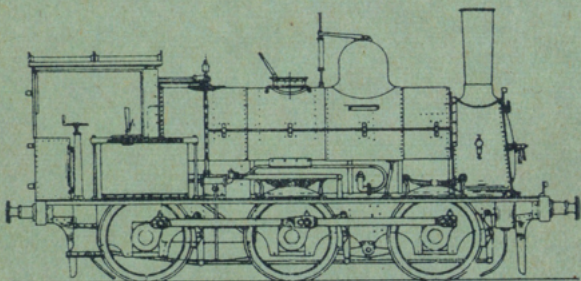


THE
ROTHER VALLEY
LATER THE
KENT & EAST SUSSEX
RAILWAY



1896 TO 1948

PRICE

7/6

BY

M. LAWSON FINCH

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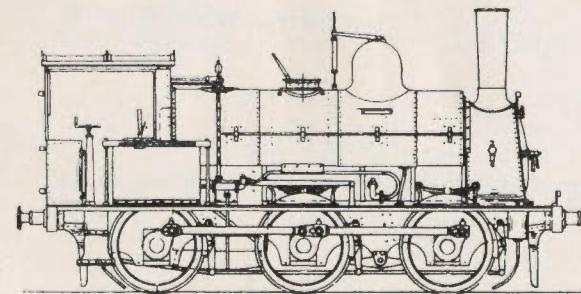
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Kent

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LIST OF CONTENTS

SECTION 1.

ROTHER VALLEY RAILWAY		Page
Acknowledgments	4
Introduction	.. .. .	5
Chapter 1.	Rother Valley History Before 1900	7
	Foundation of Rother Valley Railway	9
	Hoped for Sources of Profit	10
	List of Directors	11
	Opening and Description	13
Chapter 2.	Locomotives of the Rother Valley Railway	21
	Rolling Stock	29
Chapter 3.	What might have been	31
	Other Railways proposed to serve the Valley	31

SECTION 2.

KENT AND EAST SUSSEX RAILWAY		
Chapter 4.	Headcorn Extension. Opening and Description	39
	Signals	45
	Maidstone Extension	47
	Locomotive No. 4	49
	Extension rolling stock	51
Chapter 5.	Remainder of Locomotives and rolling stock	53
	Loaned locomotive power	65
Chapter 6.	General	71
	Financial History	72
	Tickets	74
	Conclusion	74
	APPENDIX I Livery	74
	APPENDIX II Time Tables	75
	APPENDIX III Railway Act 1921	79

LIST OF MAPS.

		Page
Chapter 3.	Tenterden Railway	32
	Cranbrook Extension	34
	General Map	37
Chapter 4.	Kent and East Sussex Railway	48

ACKNOWLEDGMENTS

It is practically impossible to produce a book of this kind without the help of many other people, and had this help not been forthcoming this one could never have existed in its present form.

To everyone who assisted I wish to express my thanks, and especially to:—

Messrs. Locomotive and General Railway Photographs, Mr. H. C. Casserley, The Locomotive Publishing Co. Ltd., Mr. J. H. Aston, Mr. O. J. Morris, Gainsborough Pictures (1928) Ltd., and Ealing Studios Ltd., for their permission to reproduce photographs; Messrs. Fielder Brothers of Bat and Ball, Sevenoaks and Mr. B. J. Finch for photographic work; to Mr. E. C. Griffith, B.A., for the loan of blocks; to the *Kent Messenger* for allowing me to consult their files of the *Kent County Examiner and Ashford Chronicle* and for making me a block from them; to Mr. John L. Smith of "Lens of Sutton" for the loan of photographs and tickets from his collection; and to Mr. O. P. Golding of Sevenoaks.

To my friend David Webster for producing so patiently the many maps and diagrams; to the Staff of the Kent and East Sussex Railway and especially to Stationmaster Dobell for the loan of old documents, and Guard B. Sharp, and Driver Webb for much general assistance; to Mr. John E. Skinley for the cover drawing; and to Mr. A. G. Crawshaw for painstaking work in consulting his files and verifying many of the details; to Mr. Salmon of The Caxton and Holmesdale Press for great tolerance; to all these people and to very many others my sincere gratitude.

FROM A RAILWAY CARRIAGE.

Faster than fairies, faster than witches,
Bridges and houses, hedges and ditches;
And charging along like troops in a battle,
All through the meadows and horses and cattle:
All of the sights of the hill and the plain
Fly as thick as driving rain;
And ever again, in the wink of an eye,
Painted stations whistle by.

Here is a child who clammers and scrambles,
All by himself and gathering brambles;
Here is a tramp who stands and gazes:
And there is the green for stringing daisies!
Here is the cart run away in the road
Lumping along with man and load;
And here is a mill, and there is a river:
Each a glimpse and gone for ever!

Robert Louis Stevenson.

INTRODUCTION

For many of us the light railway has a charm which few can resist and none can readily explain. Who has not overheard that chance remark of a fellow wayfarer: "What a quaint little engine," when waiting perhaps for the level crossing gates to open, or when viewed from its greatest rival the omnibus. Unfortunately, the time has come when these delights of rural England are all being rapidly forced to close down, just because nearly all of them have outlived the original purposes for which they were built.

The Kent and East Sussex Railway is a line in which I have always been keenly interested and now, whilst not closing down, it has reached the end of its life as a separate and much loved entity. It has thus lost that character, all of its own, which once met is never entirely forgotten.

In this book I have tried to gain a little of the atmosphere of the line itself, and to place on record for those of a like interest, an authentic and complete history which it is hoped will be interesting enough to be dipped into time and again; so bringing back happy memories of ambling sun warmed mixed train journeys through typical English countryside—with the added charm of shunting so often generously included.

Long may such memories survive.

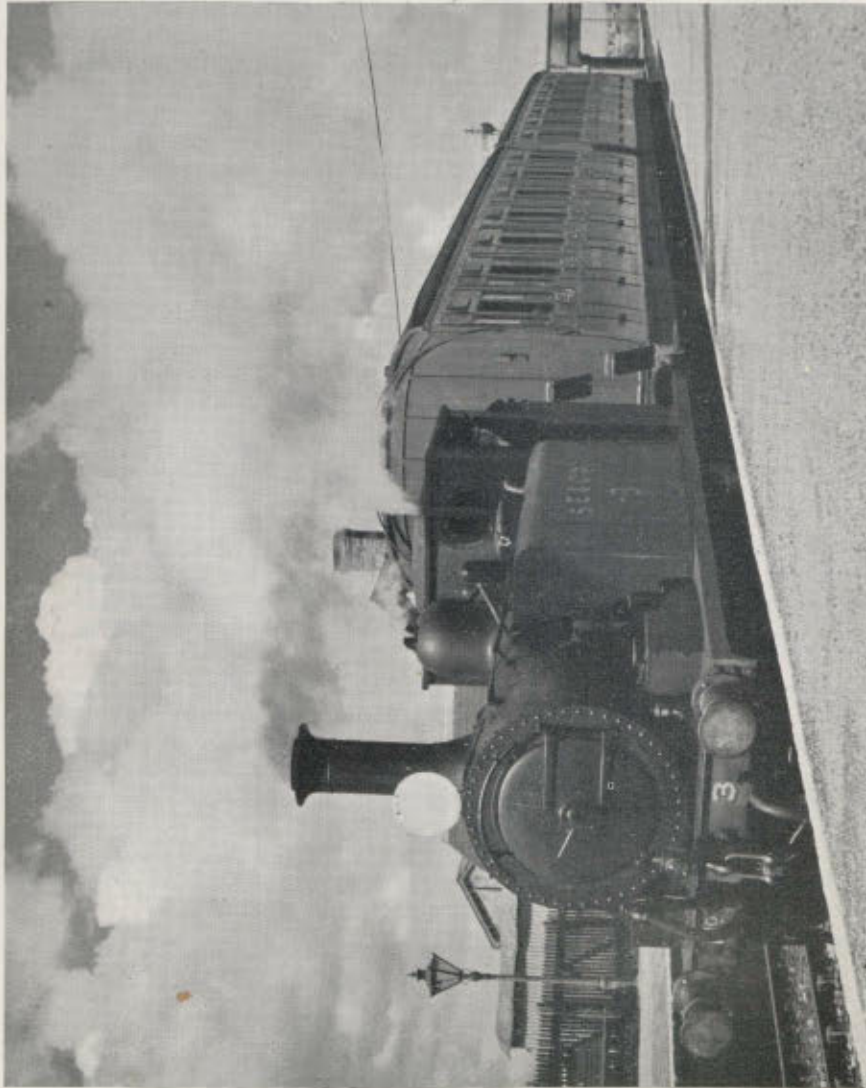
The work of producing this book has been a pleasure from beginning to end, and I can only hope that readers will derive half as much from reading it as I did from meeting and talking to all the people who have so generously helped in its compilation. Would that all things could be conducted in so friendly a manner.

Whilst I have endeavoured to discover everything appertaining to the Kent and East Sussex Railway there are regrettably many points on which genuine records are very hard to come by. Therefore, if anyone has any information, however small, which he would care to impart, then I should be exceedingly grateful, and it will go into a history of an even more comprehensive nature.

M. LAWSON FINCH,

Castleton,
Dunton Green,
Sevenoaks, Kent.

April, 1949.



EALING STUDIOS
K.F.S.R. No. 3 at Lydd Station participating in the Ealing Studios film "The Loves of Joanna Godden."
Note the S.E.C.R. letter plates. Driver Webb and Fireman Hoad in charge. (Ealing Studios)

SECTION 1

CHAPTER 1

THE ROTHER VALLEY RAILWAY

RAILWAY HISTORY BEFORE 1900

FOR many years before 1900 the dwellers in the towns, and the farmers of the agricultural district lying along and around the Valley of the River Rother had demanded with no mean voice a cheap, easy, and quicker means whereby they could convey their milk, fruit and hops, to the larger markets of towns such as Hastings, Tunbridge Wells or Ashford.

By 1895 the position seems to have become unbearable for these same inhabitants, ringed by other lines but still without a railway of their own. By the number of lines proposed in this district during the ten years following 1895 it would seem that they were trying to make up for lost time, or that they became sufferers from what might be known as a railway fixation.

This railway mania was not confined only to this area and a map published a few years later purporting to show what Southern England would become if railways continued to grow at this pace, had hardly a quarter of a mile without a line, and the map rather resembled a maze.

The first railway (not their own) that was ever to set the ball really rolling was the South Eastern line to Folkestone. This line was opened from Reigate to Tonbridge on May 26th, 1842, to Headcorn in August, through to Ashford on December 1st of the same year, finally reaching Folkestone on June 28th, 1843.

After the passage of half a century two lines were proposed (see Chapter 3) the first from Headcorn to Tenterden circa 1855 and the second from Cranbrook to Marden in 1857. Both of these would have served the North East side of the Valley but neither passed the paper stage.

In 1895 (see also Chapter 3) a line usually known as the Tenterden Railway running from Maidstone to Hastings was authorized, and would have crossed the Valley from North to South but likewise was never constructed.

Developments from Robertsbridge.

Meanwhile between 1842 and 1895 the South Eastern Railway had constructed a line from Tunbridge Wells to Hastings, passing through the Rother Valley with a station at Robertsbridge.

This station was opened on September 1st, 1851, and the denizens of the Valley were given so to speak a fulcrum upon which to base their arguments as well as their railway, for it was much better to have a line that linked with a major system than one which, to quote a local character, ran from " somewhere to somewhere else."

This idea could not have been far wrong, for nearly all the half dozen or so schemes which were to follow had Robertsbridge as their focal point.

THE ROTHER VALLEY RAILWAY IS PROPOSED

Light Railway Acts

After waiting a mere 45 years after the opening of the Robertsbridge Station an Act of Parliament was passed authorizing the construction of a line from Tenterden town to Robertsbridge, and this was to be known as the Rother Valley (Light) Railway. It is quite possible that this project, too, might have gone the same way as the rest and faded into the past had not something occurred which effectively put the scheme on the map along with many others scattered all over the Kingdom.

This momentous advent was the passing by Parliament in 1896 of the Light Railways Act, designed to facilitate railway development in rural areas. Prior to this, and before the Regulation of Railways Act had become Law in 1840, there had been no general ruling regarding construction standards or the quality and suitability of equipment, and the purpose of the 1840 Act fulfilled the need for making every possible provision for the safety of passengers and general public alike. This ruling was applied both to main lines running through thickly populated towns and to small branch and proposed lines situated in thinly populated rural areas.

After the Act had been passed some years, something became obvious which had been overlooked ; namely, that the safety devices and equipment as laid down by the 1840 Act (unfortunately) put the railway companies to considerable expense. Whilst this expense could be met by the larger main lines, it was too much for small companies, with the result that hardly any new lines were built in purely rural areas during this period, and it seemed unlikely that they ever would be.

The first step to overcome this sad state of affairs took place in 1868, when the Regulation of Railways Act authorized the Board of Trade to grant licenses to railways which were to run as light railways. This meant that the lines in question were subject to a speed restriction of 25 m.p.h. and a maximum axle weight of 8 tons, and were allowed to dispense with several safety devices and the more elaborate station amenities.

The Light Railways Act of 1896 gave the greatest spur to light railway construction ever for it provided for financial assistance from the Treasury and local authorities, helped in keeping down the construction and working costs, and made application for a Private Act unnecessary. With these points in view, the Rother Valley Railway, already authorized under its own Act (29-30 Vict c 108) of the same year, was brought under the General Light Railways Act for working purposes, thus putting a much more hopeful aspect on the scheme.

The Rother Valley Railway when it opened on April 2nd, 1900, actually became the first railway opened under the Light Railways Act and worked by an independent company, although not the first sanctioned by it.

FOUNDATION

Although there may have been no doubt that a railway was called for, it almost appears as if railway enthusiasts rated high among its advocates, for it must have required a large degree of optimism to have reaped much assurance from the following, which is taken from the Prospectus issued at the time shares were offered. (October 1897).



View taken when the line was under construction reputed to be Northiam Station. Resurrected from an old print in the possession of Mr. Dobell.

SOURCES OF PROFIT

The Valley of the Rother, through which the line passes, consists principally of rich grassland, and is an ideal one for a Light Railway. It is a thickly populated (!) agricultural district, which has been greatly handicapped by the absence of facilities for the carriage of goods.

The population to be served by the railway number about 18,000, at least one half of whom are from six to nine miles from the nearest railway station. The transport of ordinary goods required to feed this large population would alone give this Company a considerable income.

When the line is opened for traffic a very large milk trade it is believed, will be established for the supply of Hastings, Tunbridge Wells, and other large markets. Large quantities of hops and fruit are also grown in the surrounding district and would be conveyed over this railway to the markets.

Monthly sales of cattle are now held in Robertsbridge. The construction of the line will give access to this Market to the farmers and graziers in and around Northiam, Rolvenden and Tenterden, with consequent benefit to the Company. Two large flour mills, which will be specially served by the Company, will also be a source of profit.

A large excursion traffic may also be expected on the line during the summer months, from Hastings and Tunbridge Wells, and the South Coast towns to Bodiam Castle, which is a fine old Norman ruin, and a favourite object of interest to excursionists from the neighbouring towns. As many as 600 people frequently visit this Castle in one day, at present visitors are conveyed to the Castle in brakes, which drive out from St. Leonards and Hastings, the charge for the journey being 4/6d. per head. As the Company, in conjunction with the South Eastern Railway will be able to convey the visitors for nearly one half of the cost, there is no doubt that a very large proportion of this traffic will fall to this company, and in consequence of the decrease in cost a considerable increase in the number of visitors may also be confidently anticipated.

As will be readily seen from the foregoing, Bodiam Castle loomed large on the horizon as the anchor of the whole argument in favour, plus perhaps the increasing traffic of farm produce and hops. One is given to wonder how far the hops figured in completing the rosy picture.

Given next are the notifications and List of Directors and Officers of the Rother Valley (Light) Railway Company, as shown on the front page of the same Prospectus issued on October 16th, 1897.

PROSPECTUS

Messrs. Williams Deacon and Manchester and Salford Bank, Ltd., are authorized to receive subscriptions for the undermentioned issue.

The Subscription List will open on Monday, the 18th October, and close on or before Thursday the 21st instant at 4 p.m.

THE ROTHER (LIGHT) RAILWAY COMPANY

Incorporated by Special Act of Parliament, by which the liability of the Shareholders is limited to the amount of their shares.

CAPITAL £60,000

Divided into 6,000 shares of £10 each, with power to borrow not exceeding £20,000.

Issue of the Share Capital at Par, Payable :—

10/- per Share on Application, £2 on Allotment, £2 10. 0. one month after Allotment, and by further calls not exceeding £2 10. 0. per share at intervals of not less than two months, with the option of payment on Allotment.

The Company have power under the Act to pay interest during the period allowed for construction, and interest at the rate of £3 per cent. per annum will be paid upon the amount from time to time paid upon the Shares.

DIRECTORS

Sir Myles Fenton (Consulting Director of the South Eastern Railway Company) (Chairman).

Sir Roger T. Goldsworthy, K.C.M.G. (Late Governor of the Falkland Islands).

C. Arthur Head, Esq., (Messrs. Head, Wrighton and Co., Limited and Messrs. Dorman, Long and Co., Limited).

H. W. Tugwell, Esq., Crowe Hall, Bath.

BANKERS

Messrs. Williams Deacon and Manchester and Salford Bank Ltd., Birchin Lane, London, E.C. and Branches.

BROKERS

Messrs. Lumsden and Myers, The Stock Exchange and 18, Finch Lane, E.C.

SOLICITORS

Messrs. Ashurst, Morris, Crisp and Co., Throgmorton Avenue, E.C.

E. W. I. Peterson, Esq., 56 Lincolns Inn Fields, W.C.

AUDITORS

Messrs. W. B. Peat and Co., 3 Lothbury, E.C.

ENGINEER

Holman, F. Stephens, Esq., A.M.I.C.E.

SECRETARY AND OFFICES (Pro Tem)

Mr. O. G. Stoer, St. Michaels House, Cornhill, E.C.

At this stage an agreement had been entered into for the actual construction of the line which read as follows:—

“The Rother (Light) Railway Company has been incorporated by Act of Parliament (The Rother Valley (Light) Railway Act 1896) for the purpose of constructing, working and maintaining, a light railway from Tenterden, in the county of Kent, to Robertsbridge, in the county of Sussex.

The length of the line is about 12 miles and it will connect at Robertsbridge with the Tunbridge Wells and Hastings branch of the South Eastern Railway. For the whole of its length it traverses the Valley of the Rother, and one of its tributaries.

The nature of the country is such that there are no heavy cuttings or engineering works along the line, and it can therefore be constructed at small cost.

The Company has acquired powers under the Act to effect a Junction with the South Eastern Railway Company, for the purpose of through goods traffic and also to use that Company's station at Robertsbridge.

The Railway will be constructed at first as a single line, and of the ordinary gauge with 56lb. rail, so as to enable the goods traffic, to and from the South Eastern or other systems, to be carried to its destinations without transhipment.

The following agreement has been entered into:—

“An agreement, dated 13th October, 1897, between the London and Scottish Contract Corporation, of the one part, and this Company of the other part, providing for the costs of obtaining the Act of Parliament, the payment of all expenses up to the date of allotment, the purchase of the land, the delivery to the Company of the single line completed and equipped by February 1899, for the sum of £76,000.

Contracts have been entered into with reference to subscriptions of part of the Capital now offered to which the Company is not a party, and Applicants for Shares shall be deemed to have notice of these, and to have agreed with the Company as Trustees for the Directors and others to waive their rights (if any) to further particulars of such contracts, and Applications for shares will only be received and allotments made on this footing.

Application for shares should be made on the enclosed form with the Prospectus, and sent with remittance for the amount payable on application to the Banker of the Company. In case no allotment is made to any applicant the deposit will be returned in full, or should the Share allotted be less than the number applied for the surplus deposit will be credited in reduction of the amount payable on allotment.

Prospectuses and Forms of Application for Shares can be obtained at the Offices of the Company, or from the Company's Bankers, Brokers, Solicitors or Auditors.

Copies of the Act of Parliament and of the above mentioned agreement can be seen at the Office of the Solicitors to the Company.

Application will be made to the Committee of the Stock Exchange for a settlement and quotation.

London, October 16th, 1897.”

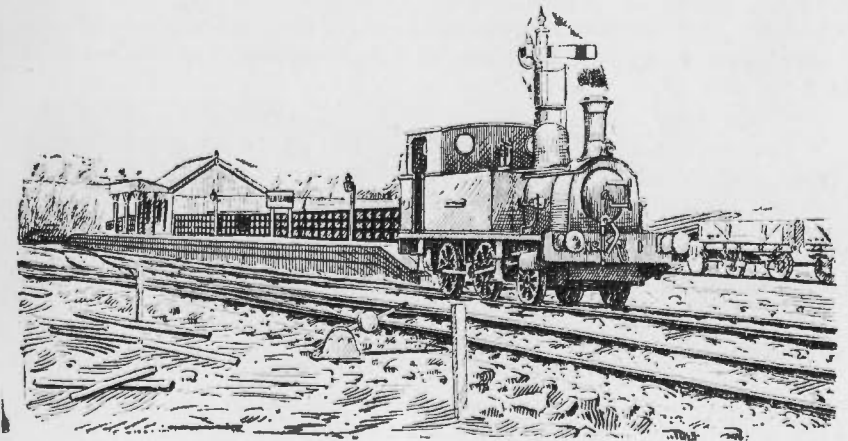
At the same time as the Prospectus was issued a scheme was afoot for the Cranbrook Extension of the Rother Valley Line and this was included in the Engineers report which is shown in Chapter 3.

OPENING OF ROTHER VALLEY LINE

Thus it will be seen that the Rother Valley was now ringed with railways, and with the failure of the Tenterden railway to materialize, and the full stop of the Cranbrook line from Paddock Wood at Hawkhurst (see Chapter 3) the Rother Valley Railway became the first line really serving the Valley when it opened, on April 2nd, 1900, from Robertsbridge (South Eastern and Chatham Railway), to Tenterden, a distance of 12½ miles.

The “Tenterden” station was situated about 2 miles from the town and was in fact a temporary station, although it was here that the Company built its engine shed and yard. This was to become known after the extension to Tenterden Town as Rolvenden, by which name we know it today.

The following picture and announcement that the line was to be opened are taken from the *Kent County Examiner and Ashford Chronicle* of March 30th, 1900; this paper is now incorporated in the *Kent Messenger* by whose kind permission both are reproduced.



After years of waiting Tenterden is at last able to boast a railway station, and we are enabled to give a sketch showing the new structure, which should stand for so much in the way of progress. The line to Robertsbridge is not, perhaps, all that the people of the district hoped for, but at any rate it will enable them to get in touch with the outer world in a way not previously possible.

There are six stations on the line viz. Tenterden, Wittersham Road, Northiam, Bodiam, and Robertsbridge Junction. On the opening day for passengers (next Monday, April 2nd) there will be a big crowd travelling, a very large number of the inhabitants of Tenterden, having for a long time passed, made up their mind if possible, to be passengers on the first train that leaves Tenterden station.

Our illustration is from a photograph taken on Monday by Messrs. J. Skinner and Son of Tenterden, who are in a position to supply copies, and who will also have the time tables as soon as they are published.

Fares from Tenterden have been arranged as follows :—

To Robertsbridge	—	Third Class	—	1/1d. (Return 2/-d.)
		First Class	—	1/10d.
To Bodiam	—	Third Class	—	9d.
		First Class	—	1/6d.
To Northiam	—	Third Class	—	6d.
		First Class	—	1/3d.
To Wittersham	—	Third Class	—	3d.
		First Class	—	9d.

The other Third Class fares are arranged on a scale which allows 3d. each way between Tenterden and Wittersham Road — 3d. between Wittersham Road and Northiam — 4d. between Northiam and Bodiam and 4d. between Bodiam and Robertsbridge. There are no Second Class fares, all trains being made up of First and Third Class carriages.

The only other stations on the line at this time were at Bodiam (for Staplecross), Northiam (for Beckley) and Wittersham Road. Salehurst Halt and Junction Road Halt are not mentioned in the timetable for the opening, a photograph of which is shown by kind permission of Mr. Dobell, Stationmaster of Tenterden Town ; a copy of the train times is also given in Appendix II.



Original Rother Valley Railway tickets from the collection of Mr. John L. Smith.

ROTHER VALLEY RAILWAY.

TIME TABLE.

Monday, April 2nd, 1900,

AND UNTIL FURTHER NOTICE

UP.

Week-days.		Sundays.	
Tenterden	dep. 7 30	8 30	10 15
Wittersham Road	7 41	8 41	10 24
Northiam (the Backley)	7 50	8 50	10 33
Robham	8 0	9 0	10 43
Robertsbridge Jn. & a/c	8 30	10 20	11 5
London Cannon Street	arr. 10 3	11 50	11 30
Tonbridge Wells	8 55	10 05	11 37
Hastings	9 48	12 15	12 35
Leaves	10 42	12 19	12 39
Reaches	11 9	1 7	1 7

DOWN.

Week-days.		Sundays.	
London Cannon Street	dep. 5 30	8 35	9 30
Tonbridge Wells	7 46	8 48	10 48
Hastings	8 0	10 36	10 36
Reaches	7 50	7 50	10 35
Leaves	8 16	8 16	11 10
Robertsbridge Jn. & a/c	8 32	8 35	11 17
Robham	8 46	11 24	11 24
Northiam (the Backley)	9 7	11 40	11 40
Wittersham Road	9 11	11 49	11 49
Tenterden	arr. 9 22	12 0	12 0

All Trains 1st and 3rd Class

Cheap Return Tickets will be issued to London from Robertsbridge in connection with the 7.30 a.m. Up Train on Wednesdays only. Fares, 1st Class 10/6, 2nd Class 7/6, 3rd Class 5/3 and to Hastings, 1st Class 3/-. 2nd Class 2/-. 3rd Class 1/6.

Every effort will be made to ensure the connections with the Trains of other Companies as shown, but the same cannot be guaranteed.

All enquiries on Traffic matters to be addressed to Traffic Office, Robertsbridge, and all suggestions or complaints to

GENERAL MANAGERS' OFFICE,
TONBRIDGE.

April 1900

Proprietors, London and Tonbridge

Photograph of original Rother Valley Railway timetable poster (see Appendix II).

Bodiam Castle is situated just beyond Bodiam Station. This is the castle that was so much to the fore in the Prospectus and in the minds of the promoters in 1896. It was built in the fourteenth century, although it has never seen the battle for which it appears to be so well fitted. It still possesses a moat and is well worth visiting when inspecting the line.

Working Description

When opened, the line was worked on the staff and ticket system, and there were two blocks only, Robertsbridge to Northiam, and Northiam to Tenterden. The line was looped at Northiam to enable the trains to cross. Contrary to the first decision the line was laid with heavier rail of 60 lb. to the yard. It was the Vignoles type, fastened to the sleepers by dog spikes and five-fanged bolts to each rail, with the sleepers laid at the rate of 2,000 to the mile.

When first opened the Board of Trade limited the speed to 15 m.p.h., but the track was quite good and later this was raised to 25 m.p.h.



The line contained twenty-four bridges, which varied from 12 to 40ft. span, and one large one over the River Rother itself, which crossed the border from Sussex to Kent, and was 66 feet long. The highest embankment was 25 feet and the deepest cutting 13 feet. The sharpest curve on the whole line was the one into Robertsbridge Station of 10 chains radius, but 17 chains radius was the minimum allowed on the running road. The steepest gradient was 1 : 70. There was only one signal cabin and this was at Robertsbridge, where the working of the trains in and out of the South Eastern station was controlled by seven levers. All stations were connected by telephone.

When the Rother Valley line opened it possessed only two locomotives ; a full description of these and their subsequent history is given

later. Their livery (see Appendix I) was similar to that of the Great Eastern Railway.

The following is a description of the opening taken from the *Kent Examiner and Ashford Chronicle* of April 6th, 1900. Actually the line had been opened for goods traffic on March 29th, and between this date and the 31st a large amount of market produce was carried.

THE TENTERDEN RAILWAY

The Opening of the New Line

Monday last will long be a memorable day in Tenterden, for the Public were then for the first time able to travel from the Town by rail. During the last 50 years project after project has been mooted, and surveys have been made in every direction, but until the Rother Valley Railway Company came on the scene every hope had been dashed to the ground. This Company started operations in October, 1898, and even when the line had been fenced in few imagined that it would ever be really completed.

On (Saturday !) some of the Tenterden folk made up their minds that come what might they would either travel by the first train that left Tenterden or be present at the station to see them start. A bitter north wind blowing and a severe frost did not make a pleasant morning on Monday to tempt the public from their homes at the early hour of 7.30 a.m., at which the first train was timed to start, but nevertheless when this memorable train steamed out of the station, well filled with passengers, the platform was crowded with a delighted crowd, amongst those who either travelled by the first two trains or were present at the platform were :—

The Vicar (Rev. S. C. Lepard), Mr. E. K. Hardcastle, J.P., Mr. and Mrs. J. M. Mace, Mr. R. B. Curteis, Mr. H. B. Mace, Mrs. W. A. M. Milne, Miss H. Peel, Miss Milne, Mr. E. W. Tordiffe and Miss Tordiffe, Mr. G. Edmonds, Mr. J. W. Eden and Miss Eden, Mr. A. R. Boorman, Miss K. Boorman, Miss Finn, Miss Hukins, Mr. G. F. Varty, Mr. A. Ridley, Mr. W. B. Hook, Mr. and Mrs. Jabez Chacksfield, Mr. A. W. Hook, Mr. W. Hilder, Mr. E. Hilder, Mr. W. C. L. Turner, Mr. and Mrs. W. Thomson, Miss Thomson, Mr. H. Willsher, Mr. W. Thomson, Jun., Mrs. J. Howard, Mr. H. Hissack, Mr. E. Stanger, Miss N. Stranger, Miss K. Hook, Mr. C. Milsted, Mr. W. Bennett, Mr. C. Skinner, Mr. S. Body, Mr. A. Pinyon, Mr. W. Macdonald, Mr. and Mrs. T. Sayers, Miss G. Wood, Miss J. Wood, Mr. F. E. Pilcher and Mr. H. Harris.

There were six carriages on the first two trains, two First and four Third Class.

Here followed a description of the stock (dealt with in more detail later on) and a description of a journey over the line. Unless unbeknown to the author all the other companies in the kingdom surreptitiously changed their gauge, circa 1900, the first sentence is vaguely disturbing.

“ The gauge of the line is the usual 4ft. 6in. and so all companies goods trucks can run direct over the line. The journey is an extremely pretty one and must during the summer months attract a large number of visitors. Leaving Tenterden on the right on the hill, a good view is obtained of Rolvenden Church, and throughout the line capital views are displayed of a number of very fine old churches, amongst which are Wittersham, Newenden, Sandhurst, Bodiam, Salehurst and Robertsbridge. The first

station we arrive at is Wittersham, which is about 1½ miles from Rolvenden and about the same distance from Wittersham Station. Both the Tenterden and Wittersham stations are actually in Rolvenden Parish, and some of the inhabitants of the latter Parish consider they have a grievance having two stations in the Parish with other names. Next Northiam, it is about ¼ mile from Newenden station, 2 miles from Northiam and about 3½ from Beckley, the scenery here is charming and such a spot as picnickers love to find. We come next to Bodiam, which is quite close to the lovely Bodiam Castle to which hundreds and perhaps thousands of visitors flock every summer. Next stopping place is Robertsbridge, where the trains run in side by side with the S.E.R. trains. One has only to walk a few yards and enter a train for Hastings or cross over the bridge for trains for Tunbridge Wells or London.

During the afternoon on Monday, by the 2.58 from Robertsbridge, Sir Myles Fenton, the Chairman of the Directors of the Rother Valley Railway Company, visited the line through to Tenterden accompanied by the engineer of the line, Mr. H. F. Stephens of Tonbridge. The trains throughout the day were largely patronized, with large crowds also to send them off.

Tenterden to Robertsbridge by Railway

A correspondent sends us the following. “ Up rouse ye then, my merry men, it is our opening day.” These were the words which suggested themselves to our minds as we made our way through the long wide open street with its grassy slopes, in the early morning of a memorable day, for one of the most picturesque towns in the beautiful county of Kent, the inhabitants of which have patiently waited for two score years or more for a railway to connect them with the remaining part of the world. The first passenger train of the Rother Valley Railway was to start from Tenterden at 7.30 for Robertsbridge on the S.E.R., between Hastings and Tunbridge Wells. This announcement, after such a long wait, was sufficient in itself to arouse merry men and maidens, old people and young children, in fact all sorts and conditions ; and hitherto quiet and placid thoroughfare of Rolvenden Road was quickly transformed into a busy scene of traffic, consisting of brakes, ’buses, cyclists and foot passengers all bent on testing the capabilities of the new railway, or seeing the first passenger train out of Tenterden station. One popular jobmaster carried passengers free to and from the station, to commemorate the event. The scene at the station was all bustle and animation. There were several photographers, (both professional and amateur). They were said to be taking the train ; and in the common acceptance of the phrase we took the train ourselves and although we journeyed as far as “ Bobs ” bridge we never saw them again ; as to whether they missed the train and took a cough drop or something else we have not yet been informed.

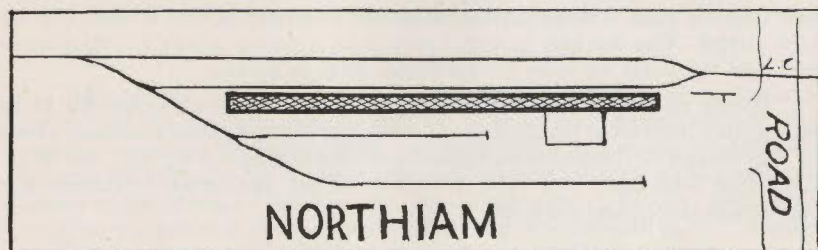
The new train is smart in appearance, and the carriages very comfortable, especially the Third Class, with the seats arranged across the carriage in a garden seat style, four sitting abreast with a gangway up the centre. A fine view of Bodiam Castle is obtained, which is within a few hundred yards of the station.

The train, both out and home, kept capital time and ran quite smoothly considering the difficulties that had to be overcome in laying down the metals? The officials were attentive and courteous and there seems every reason to predict that the enterprise will be a success, and a boon to the inhabitants of Tenterden and district.



It has come to light that the first train at 7.30 a.m. was in charge of engine No. 2 "Northiam" and the total number of passengers was 60. This inaugural train arrived at Robertsbridge one minute before time, it then being 8.18 a.m. and thus it had travelled $12\frac{1}{2}$ miles in 49 minutes; returning at 9.30 a.m. to Tenterden.

The Rother Valley Railway was now well and truly under way.



CHAPTER II

LOCOMOTIVES OF THE ROTHER VALLEY RAILWAY

Locomotive No. 1 "Tenterden."

No. 1 was a :—

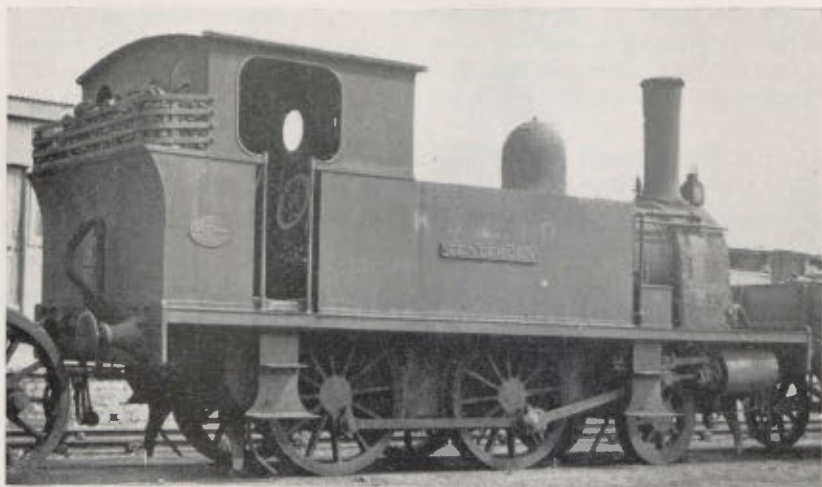
2-4-0 outside cylinder tank engine, purchased new from R. W. Hawthorne Leslie of Newcastle-on-Tyne in 1899.
Works No. 2420.



L.G.R.P.

4970

R.V.R. No. 1 "Tenterden" with a train of HURST NELSON 4 wheel coaches at the original terminus of Tenterden (now Rolvenden). Note small wheels.



PHOTO

H. C. CASSERLEY

No. 1 at Rolvenden on August 19th, 1933, rebuilt with large wheels and stovepipe chimney.

The dimensions were as follows :—

Driving wheels 3ft. 3in. diameter ; leading wheels 2ft. 9in. diameter ; wheel base 5ft. 6in. by 5ft. 6in., total 11 ft.; boiler 8ft. 6in. long, 3ft. $\frac{5}{8}$ in. diameter, pressure 140 lbs. per sq. in., heating surface tubes 448 sq. ft., firebox 39 sq. ft., total 487 sq.ft.; grate area 9 sq. ft.; cylinders 12 in. x 18in. stroke. Tank capacity 600 gallons. Coal capacity 60 cubic ft. Weight 24 tons 2 cwt.

The cylinders were slightly inclined, reminiscent of the North London Railway Engines. These engines were considered exceedingly powerful for their size and often hauled trains of 30 wagons over the line from Robertsbridge to Headcorn after the extension.

This engine was fitted with automatic vacuum brakes ; it was later fitted with 4ft. lin. driving wheels and it is possible that they came from the Southern Railway, perhaps off one of the " Terriers."

No. 1 was under repair in 1936 and overhauled in 1939, was seen in the back of the shed at Rolvenden in the same year, and was on its wheels by December. It remained here in 1940 and was sold for scrap in 1941.

Certain books give Nos. 1 and 2 as being of 3ft. gauge, this of course, is a mistake.

Locomotive No. 2 " Northiam."

Built by R. W. Hawthorne Leslie of Newcastle-on-Tyne in 1899. Works No. 2421. All the other dimensions were the same as No. 1, the only difference being that this engine was never re-built with the larger wheels.

This locomotive, together with No. 1, and the first No. 4 of the Kent and East Sussex Railway, were the only three engines to be purchased new, the remainder being either second or third hand.

I always like to think of this engine as being the one of the family with an enquiring turn of mind and an adventurous spirit, as it worked on two other railways and was the hero of a film.

During the 1914-18 war No. 2 was sent to work on the Weston Clevedon and Portishead Light Railway by Colonel Stephens, who had by then acquired a controlling interest in these two as well as other Companies. This engine was to work awaiting the arrival of what was to be No. 5 of the Weston Clevedon and Portishead Light Railway, an 0-6-0 Saddle Tank built by Manning Wardle of Leeds, Works No. 1970 in 1899, and eventually sold in 1940, when this line closed down. She left Rolvenden one Sunday morning in 1917 and travelled down light under her own steam ; Bristol was reached in eleven hours, the night was spent here and the journey continued to Clevedon on the Monday. Fitter Austin, as he then was, can still recall booking off at Bristol at 8 p.m. and on asking where he was to spend the night being told Mrs. Ball of Ball Street.

Just imagine the new scenery that little engine saw on this trip, I expect she had obtained quite a few airs by the time she returned to her sister at Rolvenden. Some time later, in 1923, No. 2 was transferred to the East Kent Railway and worked on passenger and mixed trains. She returned to the K.E.S.R. a few years later and was overhauled in 1936.



LOCOMOTIVE PUBLISHING CO.

No. 2 " Northiam " at Rolvenden in original K.E.S.R. livery, polished dome and chimney cap.



PHOTO *GAINSBOROUGH PICTURES (1928) LTD.*
 K.E.S.R. No. 2 as "Gladstone" with Moore Marriott, Graham Moffat, and Will Hay in the film "Oh! Mr. Porter" at Cliddesden.

This however, was not the end of her travels by any means, for the most exciting part was to come, and as stated in E. C. Griffith's "The Basingstoke and Alton Light Railway," "Northiam" arrived at Cliddesden in June, 1937.

The Basingstoke and Alton Railway had been largely demolished when the late Will Hay and his Company from Gainsborough Pictures arrived and took over the line from Cliddesden to Basingstoke, to make the exterior scenes for the film "Oh! Mr. Porter." "Northiam" was renamed "Gladstone" and fitted with a taller chimney with a spiked top. Cliddesden Station was renamed "Buggleskelly," and many readers may have seen their one and only Rother Valley engine whilst it was in this role. Subsequently "Northiam" was returned, as received, to Rolvenden Station.

No. 2 has one final claim to make and that is she was the last engine to carry the Rother Valley Railway livery (see Appendix I) and was still running with this in December, 1937, although it was by then decidedly faded.

No. 2 was still in good condition in 1940 and retained the polished brass dome, but was withdrawn and sold, probably for scrap, in 1941.

One of these two locomotives was originally believed to have been named "Robertsbridge," although it never ran with this name. The writer has been unable to obtain any documentary evidence on this point.



L.G.R.P.

No. 2 "Northiam" with stovepipe chimney.

15752





PHOTO

H. C. CASSERLEY.

No. 3 "Bodiam" in Rolvenden Yard, March 14th, 1931. Partially dismantled still bearing nameplates.

Locomotive No. 3 "Bodiam."

The only other locomotive to be purchased by the Rother Valley Railway Company was No. 3 "Bodiam," which came from the London Brighton and South Coast Railway in May, 1901. The following are the details :—

Built by William Stroudly at Brighton in November, 1872, and known as Class A or "Terriers," No. 3 had been No. 70 Poplar on the L.B.S.C. and was later renumbered 670. The whole class totalled 50, No. 70 being the second to be built. (After 1948 believed to have been the third.)

0-6-0 inside cylinder tank engine. Cylinders 13 x 20. Wheels 4ft. diameter. Boiler 3ft. 6in. diameter by 9ft. 6in. long, firebox 4ft. 1in. long. At one time had a steel firebox. Heating surface 511 sq. ft. Boiler pressure 140 lbs per sq. in. Tank capacity 500 gallons, coal capacity 1 ton. Tractive effort 7,650 lbs. Weight in working order 27 tons 10 cwt.

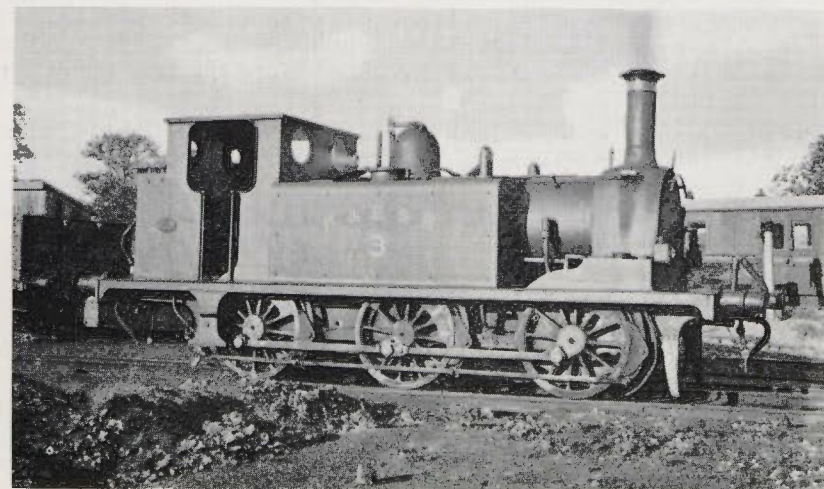
In 1932 No. 3 stood in Rolvenden yard minus chimney and clack valves, but was repaired and painted light green by 1936; the nameplates were removed about 1937, when it was again overhauled, and during this overhaul No. 3 received parts from No. 5 "Rolvenden," and from No. 7 "Hecate" of the Shropshire and Montgomeryshire Light Railway and also acquired a new boiler.

"Bodiam" was rebuilt to Class AIX in 1943 and was overhauled during the war at, of all places, St. Leonards, by the Southern Railway. On nationalization was given the number 32670.

No. 3 later featured in the film "The Loves of Joanna Godden," and the Film Company approached the K.E.S.R. with a view to borrowing her and three 4 wheel coaches for the film. Unfortunately the 4 wheelers were found to be unfit for use, and the Film Company arranged to take two bogie coaches instead. This was agreed to by the K.E.S.R., but here again trouble was met when the Southern Railway refused to allow them to run on the main line and finally the engine alone was used with two South Eastern and Chatham Railway coaches borrowed from the Southern Railway.

The railway scenes for this film were shot on Romney Marshes, not so very far from the Romney, Hythe and Dymchurch Railway. No. 3 was driven down by Driver Webb and Fireman Hoad, both of Rolvenden. During the film two plates were affixed to the tank sides; these were lettered S.E.C.R., and today may still be seen at the back of Rolvenden locomotive shed. It is curious to note that certain members of the K.E.S.R. staff took offence at this, although of course, it can be well understood.

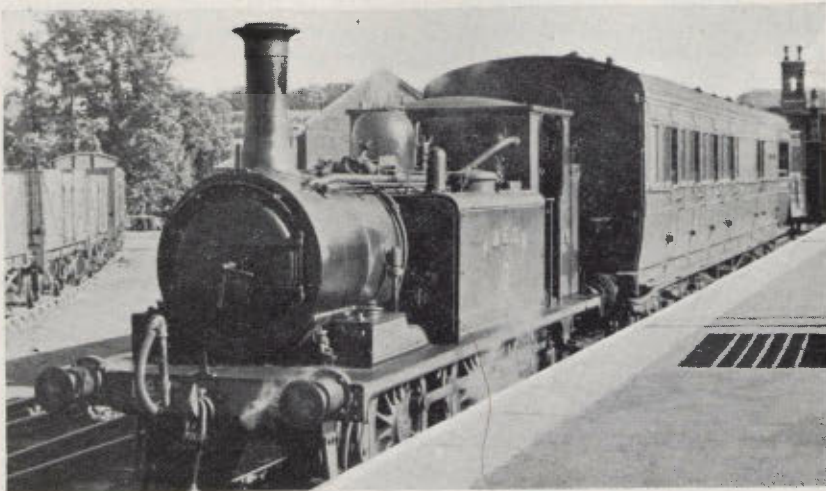
This engine was originally built for the East London Railway, with its very light rails and steep gradients, and also for the South London line between Victoria and London Bridge and New Cross and Wapping. Here No. 3 worked together with what was later to become No. 5 "Rolvenden" which was then No. 671 (this engine will be dealt with later) and four other "Terriers."



L.G.R.P.

No. 3 as running later, after rebuild still Class A.I.

7451.



PHOTO

J. H. ASTON.

No. 3 at Robertsbridge 24th July, 1948. Note third and non-riveted smoke-box (see frontispiece).

No. 3 nearly figured in an accident on August 26th, 1939. Three boys who were working in the hop fields close by placed a sleeper across the track at Salehurst Halt, and the evening train from Robertsbridge, with No. 3 in front, struck it, but luckily (although it shortens this history) knocked it to one side. Every year during the hop picking season obstacles of one sort or another are placed along the line, commonly stones in the check rails.

According to the K.E.S.R. drivers it is quite a regular occurrence to feel the light locomotives ride up over them. One day one of these foolish so called pranks against the little line will go sadly astray, and the results, it is hoped, will bounce back on the offenders with far more effect than some of the stones.

ROTHER VALLEY RAILWAY PASSENGER STOCK

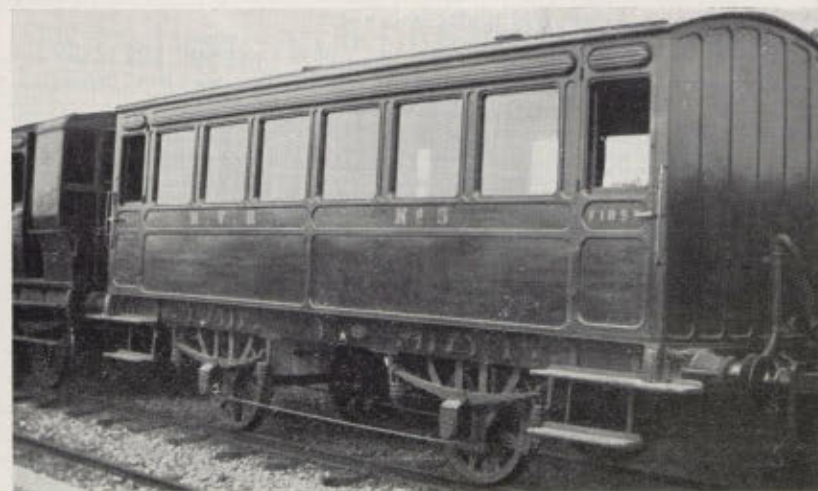
Having somewhat digressed for the purpose of completing the history of the three engines up to the present date, we return to the rolling stock possessed at the opening

The passenger stock consisted of six four wheeled coaches, built by Hurst Nelson and Company of Motherwell. They were of the saloon type with doors at the ends, and built of polished teak.

The first class coaches were divided into two compartments with a door in between, one compartment being for smoking. They were very roomy, and this may have been because the seats were arranged round the sides. The total length of the coaches was 23ft. 6in., and wheel base 9ft. Height 11ft., width 8ft. and the total seating capacity 28.

The third class coaches had a passage down the centre, and the light backed seats were placed transversely. The total accommodation was 32 passengers, note only 4 more than the firsts. Both classes were well lighted and very easy running. Automatic vacuum brakes were fitted and a train consisted of two thirds and one first plus one brakevan, designed especially for use with either goods or passenger trains.

When the line first began, passengers obtained their tickets on the train from the guard who entered the carriages during the journey from the brakevan, the ticket offices not then being in operation.



L.G.R.P.

R.V.R. 4 wheel 1st Class passenger coach No. 5.

8163

Goods Stock

The line possessed 10 open wagons and one cattle truck. There were no special "through rates" but the Company carried the goods in the same way as road "carriers," and as there was a considerable amount of carrying work to be done, the rate of one shilling per train mile proved a profitable sum. The two brakevans, as previously mentioned, were designed to work with either goods or passenger trains.

Staff

The staff of this kind of line is always on the small side and the Rother Valley Railway Staff proved no exception, consisting of 22 men, 4 boys and 1 woman.

These were employed as follows;—

One platelayer per mile, two station men at Northiam, two at Tenterden, two station lads at Bodiam and the other two at Wittersham Road. Two drivers, two cleaners, two guards, one gate man and one gate woman. As the line later possessed two lorries it is presumed that two drivers were also taken on with them.

The Rother Valley Railway Completed

On April 15th, 1903, the final extension of the Rother Valley Railway was opened, this being from Tenterden, which was then renamed Rolvenden, to Tenterden Town, just under two miles.

As will be remembered this was not a new extension but really the completion of the scheme as laid down when the line was first projected. The Rother Valley Railway as such was now completed, but bound up with its development were many proposed extensions and completely separate railways, all projected with the idea of serving the Valley from one direction or another. These are described in the next chapter.

CHAPTER III

WHAT MIGHT HAVE BEEN

Other lines proposed to serve the Valley.

Anyone familiar with the thinly populated type of countryside around the Rother Valley would not expect to come across a cobweb of railway lines, but nevertheless many were the lines projected.

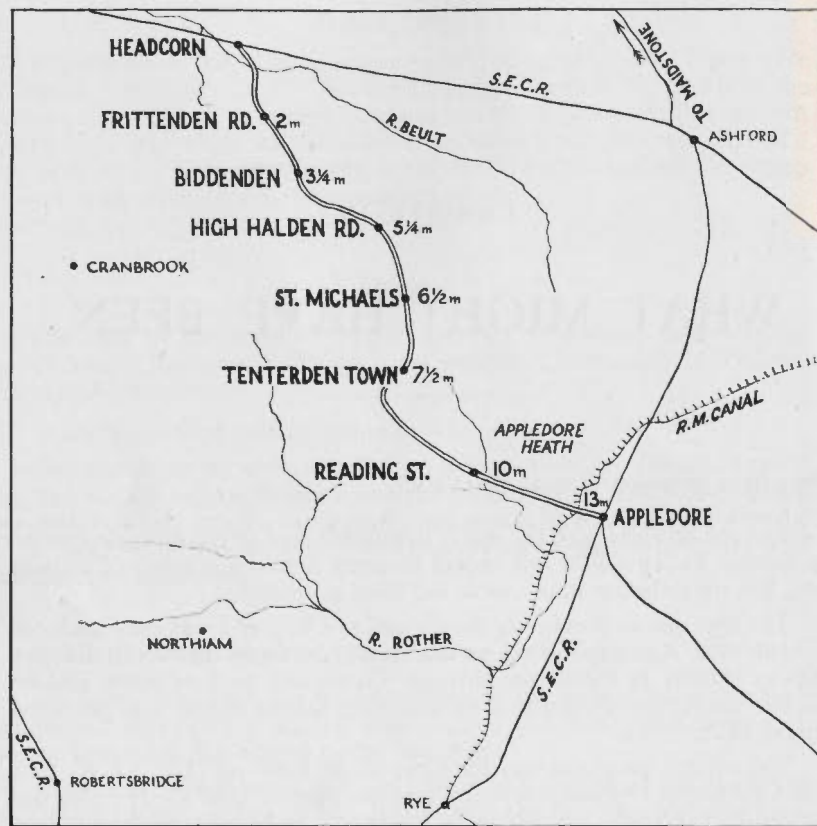
The first one as previously mentioned in Chapter I was the Headcorn to Tenterden Railway. This would have run from the South Eastern Railway station at Headcorn through Cranbrook to Tenterden, and on this line no further evidence is forthcoming except that it was proposed around 1855.

The second proposal was the Cranbrook Railway (The S.E.R. Line from Cranbrook to Paddock Wood was not opened until 1893); this was planned from Cranbrook, through Goudhurst, to Marden Station on the South Eastern Railway.

A company for this purpose to be known as the Cranbrook Railway Company was promoted in 1857, and it was intended to submit a Bill to Parliament in 1858, the line to be worked by the South Eastern Railway. Unfortunately this scheme was not accepted with the enthusiasm it might have been and like so many other ideas it died a natural death.

THE WEALD OF KENT RAILWAY

In 1864 a line was sanctioned to be known as the Weald of Kent Railway, it was to have run from Paddock Wood to Hythe, via Cranbrook, Tenterden and Shorncliffe, a distance of 29 miles. It was granted a second Act in 1865 which authorized certain deviations, although, however, no attempt was made to construct the line, and the powers were allowed to lapse. The Paddock Wood Hawkhurst Railway, mentioned later, follows its course for part of its length.



The Tenterden Railway as authorized on July 6th, 1895.

THE TENTERDEN RAILWAY

The Tenterden Railway as previously mentioned was authorized between Tenterden and Headcorn by an Act of Parliament dated July 6th, 1895. The title usually accorded to this line would appear to be a misnomer as the company actually projected by a Colonel Dampier Palmer of Tenterden, bore the name South Kent Railway Company. This was originally planned from Maidstone to Hastings, via Headcorn, Tenterden and Appledore, but opposition cut off the Maidstone-Headcorn portion, and the authorities the Appledore-Hastings stretch. This left the Headcorn-Appledore section, Appledore being on the Hastings-Ashford branch of the South Eastern Railway. This branch had been sanctioned in 1895 (by 8 and 9 Vict C 200) for the London Brighton and South Coast Railway but had been later transferred to South Eastern Railway.

As shown on the accompanying map, the Tenterden Railway would have covered a distance of approximately 13 miles, and whether this number had any bearing on the matter or not the fact is that, although the South Kent Railway Company had been given three years in which to acquire the land, and five years to complete the line, they were never able to raise enough capital and the scheme fell through.

Ultimately the powers granted to them by the Act 1895 lapsed and from that day to this no effort has ever been made to revive the scheme, although it is interesting to note that in the years to come the Kent and East Sussex Railway used the same route from Headcorn to Tenterden, and the extension from Headcorn to Maidstone, as approved by the Light Railway Commissioners in the week ending May 19th, 1905, would have also followed the same course as the Tenterden Railway.

THE PEVENSEY EXTENSION

The next proposal in this sadly unfruitful series was an extension of the proposed Rother Valley Railway. It was authorized by the summer of 1896, and would have left Robertsbridge (see map) passing through what was then called Bodle Street, through Wartling, and on to Pevensey on the London Brighton and South Coast Railway. This line had been opened by the L.B.S.C. on the 27th June, 1846, as far as St. Leonards (West Marina), and reached Hastings in 1852 over South Eastern metals.

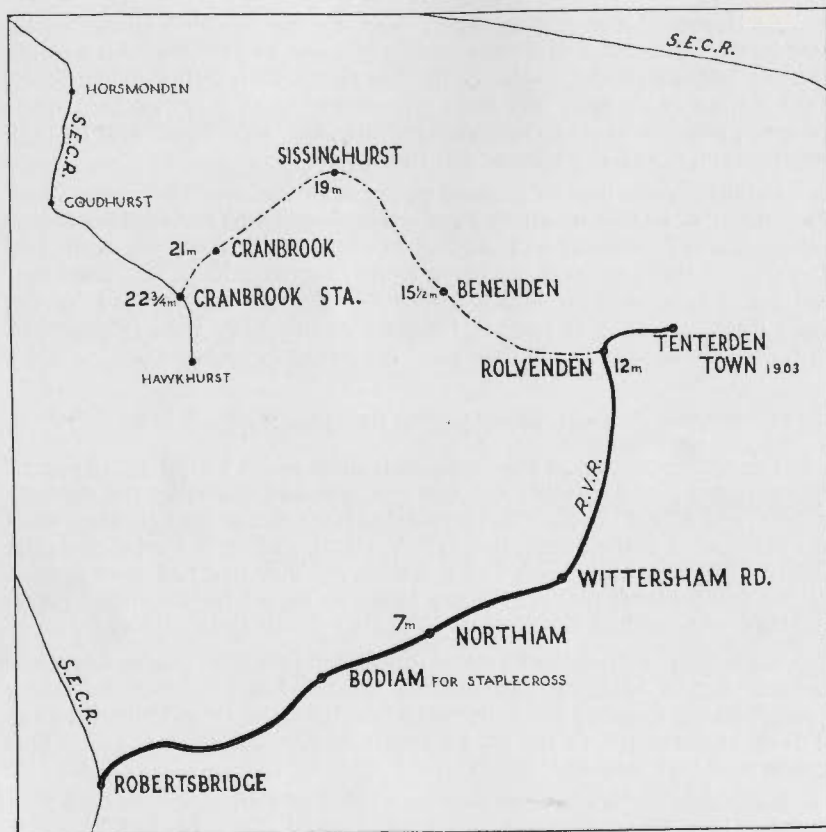
Some years before the Pevensey Extension proposal the St. Leonards Railway Act of 1865 was obtained by the London Brighton and South Coast Railway Company to construct a line, from the Ouse Valley Railway of 1864 at Hellingly, to the St. Leonards Station of the L.B.S.C. This station was then named "Bo Peep."

Later this line was abandoned by an Act of Parliament in 1868, but had this line been built it would have crossed the proposed Pevensey Extension somewhere between Hurstmonceux and Bodle Street Green (as it is now called) and would, had there been a junction here, provided even wider facilities for the people of the Rother Valley; but this is speculating on a junction between two lines both of which were destined never to be built.

THE CRANBROOK EXTENSION

This extension although proposed in 1896, and covered by the Engineers Report included in the Rother Valley Railway Prospectus then issued, was not finally authorized until December, 1899, and is thus the next to be dealt with. To do this clearly it is necessary to show how a railway finally arrived at Cranbrook, the Cranbrook Railway of 1857 as previously stated having fallen through.

On August 2nd, 1877, the Cranbrook and Paddock Wood Railway Company had been authorized to build a branch from the main line at Paddock Wood to Cranbrook, and on July 12th, 1882, an extension to



Hawkhurst was sanctioned. Neither of these Powers was ever used and eventually these lines were constructed under Acts granted later to the South Eastern Railway. The Cranbrook line Act being passed in 1887 and the Hawkhurst Extension in 1892.

On October 1st, 1892, the line was opened as far as Goudhurst, and the remainder through Cranbrook to Hawkhurst was opened on September 4th, 1893.

Although this was the third attempt to open up the Rother Valley, it was no more successful than the previous schemes had been, and as previously stated, by 1897 the idea was to link Cranbrook with Tenterden Town and Robertsbridge, and the following is the Engineers Report mentioning the scheme at the time of the issue of shares for the Rother Valley Railway in October 1897.

ENGINEERS REPORT

Re Rother Valley Line

Gentlemen,

I have pleasure in handing you particulars as under:—

The figures upon which the estimated receipts are based, are the receipts (figures met by the South Eastern Railway to enable me to prepare my evidence in favour of the scheme) of the Cranbrook Branch, a line through similar country in the neighbourhood, but without the advantage of Bodiam Castle as an excursion centre.

The total capital under the Act is as you know £60,000 Ordinary Shares plus £20,000 Debentures = £80,000. The estimated takings on the line, based on the Cranbrook Branch takings, as above mentioned, would be £9,672 per annum from all sources, but I think that even more might be looked for, as at Bodiam Castle alone, in the season there are frequently as many as 600 visitors a day who drive out from Hastings and St. Leonards at a charge of 4/6d. per head for the double journey, whereas we can carry them at a charge of 2/6d. per head (return) and far more rapidly.

The working expenses when calculated in detail show a total expenditure of £4,364 per annum or considerably under 50 per cent. of the estimated receipts. I think that I can manage to work the line on an even more economical basis if it is worked as an independent Company, simply borrowing goods rolling stock from the South Eastern Company.

The position is briefly as follows:—

	£	s	d
Estimated Receipts	9672	0	0
Estimated Working Expenses	4368	0	0
Balance	5304	0	0
4 per cent on £20,000 Debentures	800	0	0
	<u>£4504</u>	<u>0</u>	<u>0</u>

This sum will suffice for a dividend of 7½% on £60,000 Ordinary Shares.

I am Gentlemen,

Yours Faithfully,

(Signed) H. F. STEPHENS

The map shows the proposed line as planned, and although it was authorized as previously stated in December, 1899, only four months before the opening of the Rother Valley Railway to Rolvenden, lack of capital again is believed to have been its downfall.

This extension would have left Rolvenden Station and passed through Benenden, Sissinghurst and Cranbrook to Rye Station, about 2 miles further South West on the South Eastern Railway.

EAST SUSSEX RAILWAY

RYE BRANCH

Two years later in 1901 the Rye Branch, otherwise known as the East Sussex Railway was authorized. This line, too, had been proposed in 1896. As shown on the accompanying map this would have left the Rother Valley Railway at Northiam passing through Beckley (2 miles) and Peasmarsh (6 miles) to Rye, a total distance of 9 miles.

Rye Station had been opened by the South Eastern on February 1st, 1851, after having had the powers transferred from the London Brighton and South Coast Railways authorized extension of the Brighton, Lewes and Hastings line, which was to have passed through Rye to Ashford, as authorized by the L.B.S.C. in 1845.

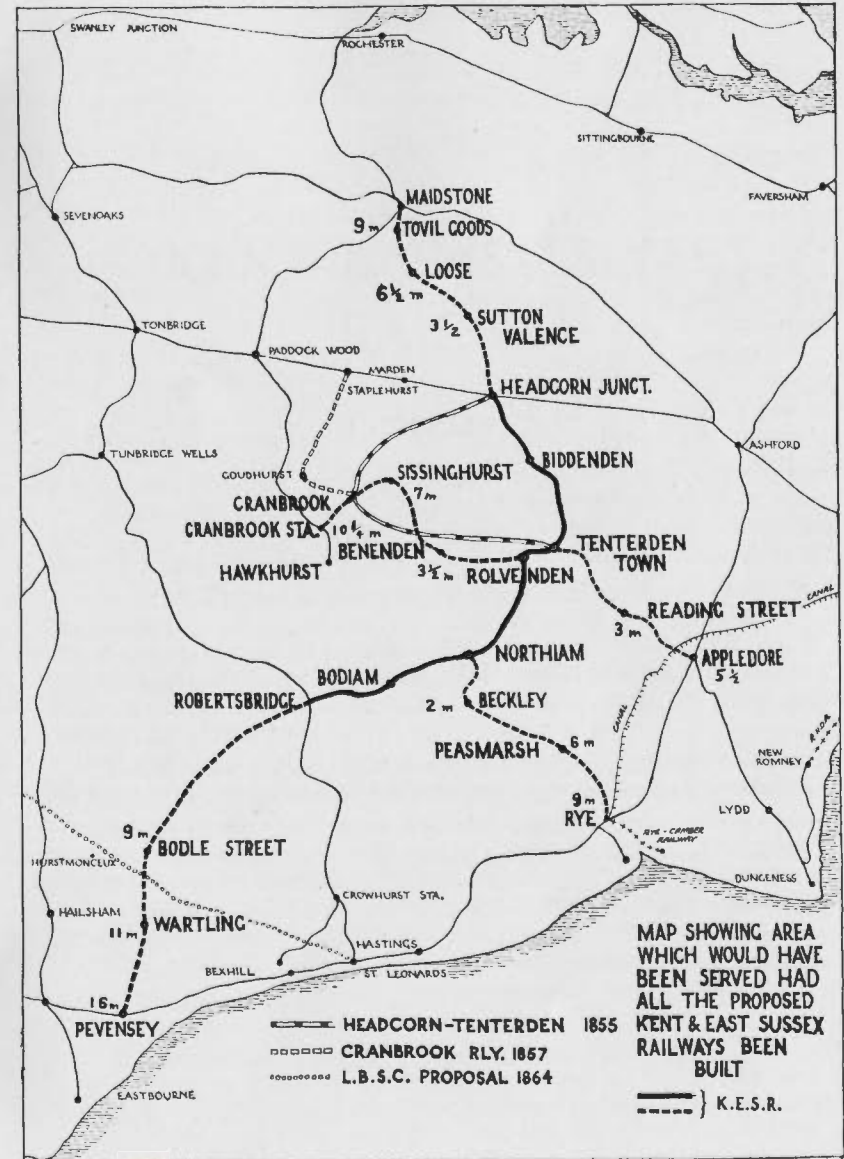
The Rye, Cranbrook and Headcorn branches (Headcorn dealt with later) are shown as dotted lines on a Rother Valley poster of somewhere between the years 1900 and 1903, and the poster designates these as proposed extensions. There also seems to have been much talk of the Rye Branch in 1915, believed to have been discussed for military reasons, and a bank curving away to the right of the line near Northiam is reputed to be the spot from which it was to have commenced.

THE TENTERDEN-APPLEDORE BRANCH

This branch was to have left the Rother Valley line at Tenterden and would have passed through Reading Street across Appledore Heath to Appledore, a distance of approximately 5½ miles, following the same route as that planned for the original Tenterden Railway.

Here again reliable information is very scarce, but it is believed that this branch was granted an Order in 1902; but if this was so there is no record of it in the Company's history.

There was one other extension. Planned from Headcorn to Maidstone this was later approved by the Light Railways Commissioners as noted in the paragraph referring to the Tenterden Railway. This line was really the remainder of the Tenterden-Headcorn line, and as such is included in the history of the Kent and East Sussex Railway in Chapter IV.



SECTION II

CHAPTER IV

KENT & EAST SUSSEX RAILWAY

ON June 1st, 1904, the name Rother Valley Railway was changed on application to the Light Railway Commissioners to Kent and East Sussex Light Railway. The following is an extract from a letter sent by the Company's Secretary, Mr. F. L. Beard, to the Board of Trade.

“ . . . that under an order of the Light Railway Commissioners 1904, the Railways authorized by the Rother Valley (Light) Railway Act 1896, the Cranbrook and Tenterden Light Railway Order 1899, the Rother Valley (Light) Railway (Extension) Order 1902, and the East Sussex Light Railway Order 1901, are henceforth to be known as the Kent and East Sussex Light Railway.

The Rother Valley Light Railway Company will therefore in future be known as the Kent and East Sussex Light Railway Company . . . ”

Whilst the Rother Valley was now completed this was by no means the end of construction, for although the line connected Tenterden Town and the Valley to the West with Robertsbridge, there was no link with the South Eastern and Chatham Railway to the East for places such as Ashford.

This had to be remedied, and in 1903 powers were sought for the purpose of extending the line from Tenterden Town to Headcorn, and an Order was granted the same year.

This extension was opened on Monday, May 15th, 1905. Some authorities give this date as 1904, and others as April 17th and June 1st, 1905. That all these dates are incorrect is shown by the description of the opening which is taken from the *Ashford Chronicle* of May 19th, 1905 ; this paper is now incorporated in the *Kent Messenger* by whose kind permission it is reproduced.

TENTERDEN TO HEADCORN

Opening of the New Railway

The long talked of railway from Tenterden to Headcorn has at length been opened to the public. The line was begun by Messrs. Rigby and Company in March, 1903, and traffic commenced on Monday last. More than 40 years ago it was first mooted that Tenterden would have a railway, and the popular idea always was that the line should be to Headcorn, it being in those days impossible to make the public believe that they could get to London by any other route than via Headcorn.

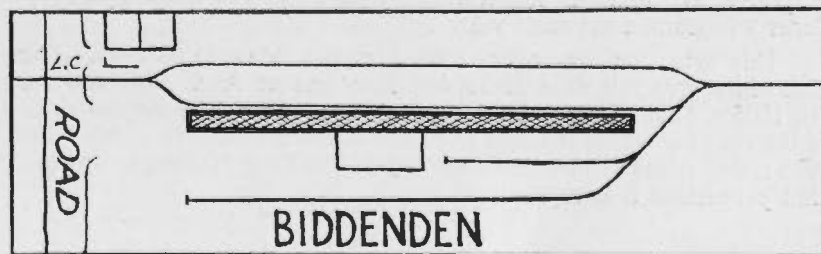
Various other schemes were launched, surveys were made on different occasions, and more than one Act of Parliament was obtained to make this long awaited line to Headcorn, but it was not until the Rother Valley Company came on the scene that it became likely that a line to Headcorn would be an accomplished fact.

It came about in this way; some years ago, when Colonel Dampier Palmer was residing in Tenterden, a company was formed, entitled the South Kent Railway Company, to obtain powers to make a railway from Tenterden to Maidstone. The portion from Headcorn to Maidstone was opposed, and powers were obtained to make the portion to Headcorn only. The South Eastern Railway took over the powers and guaranteed to make a line from Headcorn to Tenterden, but work was delayed. Then Rother Valley Company came on the scene and obtained powers to construct a line from Tenterden to Robertsbridge. This they quickly put in hand, and in April, 1900, the first train ran out of Tenterden, crowded with passengers, amid the enthusiasm of an immense concourse of the inhabitants. The line prospered and with it Tenterden.

The Rother Valley Company then applied for powers to extend the line to Headcorn, with the consent of the South Eastern Company, and having obtained the necessary Order the line was quickly commenced. The same week that the line is opened to the public comes the news that the Light Railway Commissioners have approved the application for the extension to Maidstone, so that schemes that have been in the air for the past half century or so, are within respectable distance of completion. If the trade follows the railway the result should be a material benefit to the Weald of Kent.

Monday morning saw the opening to the public of the Kent and East Sussex Railways extension from Tenterden to Headcorn, the first train being timed to leave Tenterden at 8.26 and conveying a large number of passengers.

The new line gives Tenterden a service on week days of nine trains to London, including those both from Headcorn and Robertsbridge. The first station on the line after leaving Tenterden is High Halden Road which is situated a little over a mile from High Halden. The next station Biddenden, with a population in 1901 of 1,065 and an area of over 7,000 acres. The line will supply a long felt want here, as well as at High Halden, and must command considerable traffic.



Frittenden Road is about midway between Biddenden and Headcorn, the latter being the present terminus. The route is a very pretty one, the scenery during the whole journey being particularly pleasing to the eye. The station at Biddenden is close to the old world Village, where may still be seen the old Clothworkers Hall, now used as residences, and other quaint buildings. From an engineers point of view the line was an easy one to make, the only difficulties being in Tenterden Parish; where an embankment about 40ft. high had to be made, and a very short tunnel. The Kent and East Sussex Railway Company now have a line about 24 miles in length from Robertsbridge to Headcorn.

Following this was the first Tenterden to Headcorn timetable which is included in Appendix II. Also included in the same newspaper was the following, and whilst deviating somewhat from the strict history of the railway it would seem a pity to exclude it on that score alone.

Random Notes of a Man of Kent

My congratulations on the newest piece of Wealden railway are due this week to Tenterden, Biddenden, and Headcorn, not omitting also High Halden Road and Frittenden Road, where there are stations. Without being a very old man I can remember a long period of waiting for the rail which Tenterden has borne with more or less impatience. Now that the old town has at last secured a line which connects up with both the South Eastern main line and with the Tonbridge-Hastings branch at Robertsbridge, one hardly knows what to expect. Anything—almost—may happen, in such a case, and we must be prepared to see Tenterden developing in all directions and becoming one of the most go-ahead residential towns in Kent. For that might occur, although I am quite aware that no great access of population followed upon the building of the Rother Valley Line through the marshes.

The new line as an accomplished desire, is not perhaps exactly what the good people of Tenterden painted it in the days when the late Mr. Palmer was projecting the railway from Maidstone to Hastings. That would have been a double track, similar to the main artery that runs through Ashford from London to Dover. But it did not materialize. Some invidious authorities chopped off its head from Headcorn to Maidstone, and its tail from Appledore to Hastings, and I believe that with only the trunk left—reaching in its mutilation from Appledore to Headcorn—it was thought that the project had better, so to say, die before it was born, than live a permanent cripple.

Before that there had often been talk of a line from Headcorn to Appledore. The Government of the country wanted it as an alternative route to the coast so as to be able to repel that invasion which is fervidly declared to be impossible. Shippers wanted it as a connection with the Dungeness line, so as to get quick access to the deep water harbour at Dungeness—better than all the Waters of Thames or Medway or of Dover. Wealden farmers wanted it so as to be able to send to the market the wheat they could not grow and the hops they could not sell. The County Council wanted it to relieve the wear and tear of their roads by traction and other infernal machines. In fact everybody wanted it so much that nobody would make the line. I suppose the

financiers were tumbling over one another to get there, so mutually prevented each other. So the Tenterden-Appledore line never got made, but today a portion of it is in existence, and the people of Tenterden and Biddenden and Headcorn, of High Halden (Road) and Frittenden (Road) may be able to express their pleasure with the poet and with him also say :

“ Why hast thou stayed so long ”

So accommodating a surface is presented by the district that the answer to the poets question would have seemed very difficult but for the eagerness of competition which prevented everyone from setting to work. There is for instance only one tunnel in the whole length of about 9 miles, and that goes under the roadway at St. Michaels. The highest embankment is not above 50ft. and naturally enough Tenterden supplies this also—for there are more ups and downs in Tenterden than anywhere else along the line. Biddenden has few of the pleasant diversities of hill and dale which are characteristic of the scenery of Great Britain, and there are some very pleasant and soothing views upon which the eye may rest while the body is being conveyed through the charmingly green and truly rural retreats of a district which Caxton certainly knew something about and may have lived in, in the early days of printing.

The railway will introduce a decidedly new feature into these rural scenes, although it comes too late either to be itself a novelty or to provide the seekers after undiscovered territories—or at any rate *terras incognitas*, if I may be guilty of pedantic quotation—with a means of gratifying their ambition. Tenterden has been “ discovered ” many a time since the perfection of the bicycle ; and Biddenden has not remained unknown since the days when the Maids gave her, her first title to recognition. I will not say that was in the 12th Century lest someone who knows more about them, should retort upon me with proof that they were never heard of until comparatively recent times. Frittenden—differing from most Wealden dens in having a spire instead of a square tower to its Church, and rejoicing among its neighbours in the nickname of “ Little Egypt ” on account of its fertility—can hardly be said to be reached by the line at all, though the passengers may be put on road to its flesh pots, its melons and its cucumbers, as to High Halden and its smuggling reminiscences recalled by the late Mr. G. P. R. James, that, too, is just off the road, its station being infelicitously named High Halden Road, while the little hamlet where it really is rejoices in the idyllic name of “ Arcadia.”

By the way, it is not perhaps curious that the local inhabitants should clip this glorious name down to “ Arcady,” though it is a little strange that the popular mispronunciation should give the place what is really a classical alternative title.

Unfortunately the railway is a single one. I say unfortunately because, of course, there cannot be so many trains on one line of rails as upon two. But the trains up and down can wait for each other at Biddenden and pass there, where a double line of rails has been provided. It is a problem for the young mathematician to say how many trains might run per day between Tenterden and Headcorn if the journey occupies 35 minutes in all, and the passing must be done at Biddenden, which is 18 minutes from Tenterden and 17 from Headcorn ; and to compare this with the number that could be run if there were two lines. I have given it up myself as being worse than the extraction of the cube root of a number of 10 figures ; but this I can assert, that it is possible to run as many times under the present conditions as the traffic to be provided for is likely to require until Tenterden rivals Maidstone in population.

But speaking as one whose proper station is Ashford I have one little grievance in the fact that there is no train from Headcorn to Tenterden between 9.8 a.m. and 12.50 p.m. This means that I must leave Ashford at 8.5 and catch the earlier train, or if the 12.50 suits me, I must wait at least three hours at Headcorn. This is all the worse from the fact that I may leave Ashford at 1.05 and get to Headcorn half an hour or so after the Tenterden train has left—and then cannot go on until 4.15, I am reduced therefore to the necessity of travelling at an unearthly hour (it may not seem so to the early risers of the Weald) or to spending three hours exploring the sights of Headcorn.

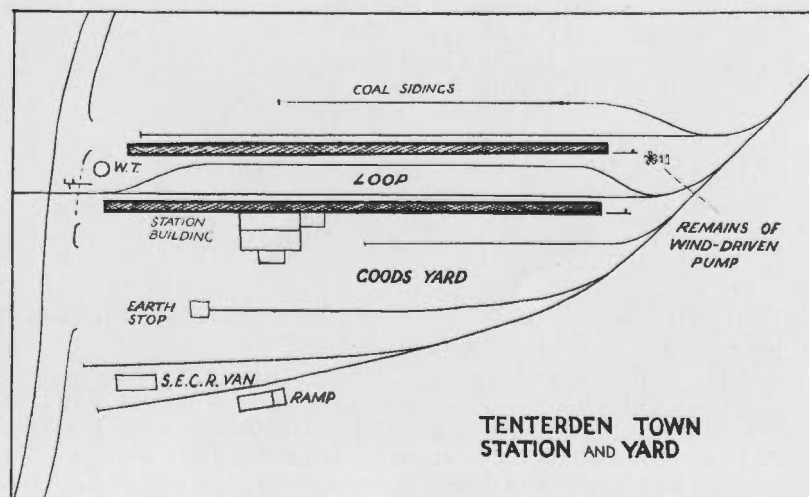
These things are more or less inevitable of course, I understand that even the railway cannot please everybody, and even suns have spots on them and if you arrange your trains with one eye on London and one on Tenterden, Ashford is not likely to come very much in the line of vision ; but I do hope some little change may be made possible, if Mahomet cannot go to the Mountain, then the Mountain may be induced to go to Mahomet.

That seems too pretty a phrase to omit, but for fear it should not be duly appreciated I should just like to explain that it is a hint to the South Eastern and Chatham and Dover Railway Company, to make the 1.5 train from Ashford to Headcorn an earlier one, or to stop the 12.35 train there ! !

“ ARGUS ”

DESCRIPTION

From a geographical point of view the extension really starts from Rolvenden, as about a quarter of a mile from this station the line leaves behind its hitherto gentle route along the course of the River Rother and commences a bank of 1 : 52 which is continued for approximately a mile to Tenterden Town station. A “ Terrier ” panting laboriously up here on a fine spring morning is a sight to see and hear.





Tenterden Station March 1948.

Tenterden Town station is now the headquarters of the line and also possesses the most complicated signal, three arms on a single post! The Town itself is extremely fascinating and very old.

Tenterden, although you do not mention it when you are there, possesses the Tower which legend blames for the Goodwin Sands. In this legend a certain rather over zealous Abbot is reputed to have converted money and stone to be used on the sea wall to building the Tower for his Church, and as the last stone was laid a messenger is supposed to have arrived and announced that the sea had broken through. Legend maybe, but a sermon was read before King Edward VI in 1550 by Master Hugh Latimer mentioning it, and the Wardens of Sandwich Harbour were sent to investigate because their harbour had silted up. Perhaps the East Kent Railway secretly bears the Kent and East Sussex a grudge for this, who knows?

The ancient name of the Town was ~~Thein~~warden, the name having been spelt in 56 different ways. Julius Caesar is reputed to have come up to it, Queen Elizabeth visited it, and William Caxton was born here in 1442 and printed his first book here in 1477, incidently written in Kent. On the Tower mentioned in the legend was hung a beacon which was fired on the approach of the Spanish Armada.

As far as the railway station is concerned it has a brick building, passing loop, and a fairly extensive goods yard. An old van is in use as a shed, and on its sides to this day can clearly be seen the white letters S.E.C.R. and the number 5338. Leaving Tenterden Town Station behind the original climb from Rolvenden is continued all the way to Tenterden St. Michaels, with an adverse gradient of 1 : 50 to 1 : 60, but with one short fall of 1 : 50.

Tenterden St. Michaels is reached $14\frac{1}{2}$ miles from Robertsbridge, this being the newer residential part of the town; beyond this the line enters a cutting and finally the only tunnel of the whole line (see photograph). This is completely overgrown with fir trees and is extremely picturesque.

A further three miles brings the traveller to High Halden Road and its level crossing. Incidentally every station on the whole line is situated on one of these, this entailing frequent warnings of approach in the form of drawn out whistles from the engine, a not unusual feature with this sort of line.

Biddenden is reached next and between here and the next station, Frittenden Road, there is a sharp descent of 1 : 50 to 1 : 80. The country here is typical of Southern England and remains roughly the same along the whole of this stretch of the line. Frittenden Road is 19 miles from Robertsbridge and Headcorn, a total of $21\frac{1}{2}$ miles.

Signals

The best word for describing the signalling of the Kent and East Sussex Railway is "slight," for at no time was the line in danger of being over signalled.

However, even if we allow for this, there are five signals all worthy of note and all illustrated throughout this book. The two tall signals at Wittersham Road and High Halden Road both consist of two arms on single slotted posts, and worked by levers affixed to the bases of the posts.

The arms are slightly tapered outwards and face in opposite directions. These are operated by the station staff for the departure of trains from the platform when all the passengers have alighted.



L.G.R.P.

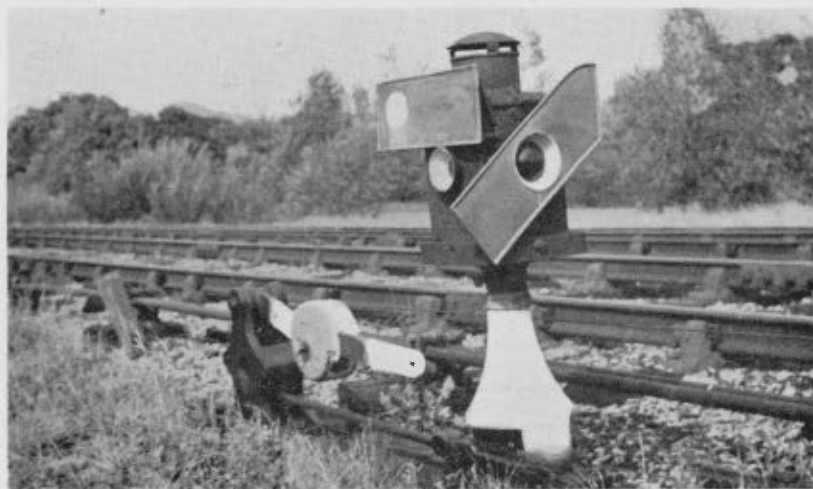
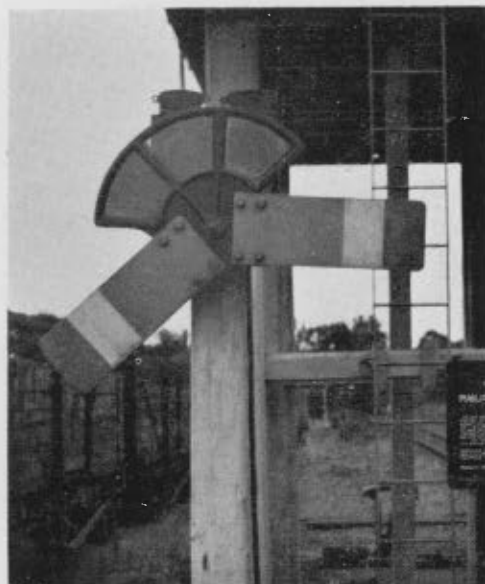
St. Michaels Tunnel from the Headcorn end.

L.G.R.P. 12638
Have you seen one of these before? This one is at Rolvenden.

At Tenterden Town as mentioned in the text, is a spectacular signal consisting of three arms on one post, one for the starter (in effect to release trains from the platform) one to admit trains coming up from Rolvenden, and one to serve the loop. This signal, which is operated from a ground frame situated by the signal post, is the only one of lattice construction, and is possibly ex-L.S.W.R.

The two other noteworthy signals are firstly the ground signals at Biddenden and Northiam of the revolving type, and secondly the double armed cranked signal at Rolvenden.

There are other signals, to guard loops and Rolvenden approach, and these are of the wooden post variety with tapered arms.



L.G.R.P.

Ground signal at Biddenden.

12639

THE MAIDSTONE EXTENSION

Now, believe it or not, The Headcorn extension was really the beginning of what had been hoped would be the Maidstone extension. This line would have run from Headcorn through Sutton Valence and Loose to Tovil Goods Station and on to Maidstone itself. (See map Chapter III).

This small note was found tucked away in the general column of the *Kent County Examiner* for May 19th, 1905.

"The railway from Tenterden to Headcorn was opened to the public last Monday.

The extension on to Maidstone via Sutton Valence and Loose has been approved by the Light Railway Commissioners and now awaits confirmation of the Board of Trade."

Had this line ever been built it would have contained some very sharp curves and somewhat shocking gradients, more so in fact than the whole of the rest of the system, and it was for this line that the eight coupled engine No. 4 "Hecate" was purchased; a description of this engine is given later. The route as shown by the map would have had to cross the North Downs between Sutton Valence and Loose, and these same Downs proved just a little too much, and it was for this reason that the line was never built.

In the Directors Report for March 16th, 1914, it stated:—

"... a large portion of the land for the Headcorn-Maidstone extension is already purchased, further powers are being asked for by the Company."

In 1917 a report stated that the Company had been refunded £427 5s. 3d. being Land deposit and Land purchasing money, but in the light of this it is interesting to note that in the maps included in the Annual reports after 1920 and until 1937 this extension was still shown as proposed. Whether the K.E.S.R. Amendment Order of 1917 in which Capital powers were cancelled, was responsible for this return of Land deposit, the writer has been unable to discover.

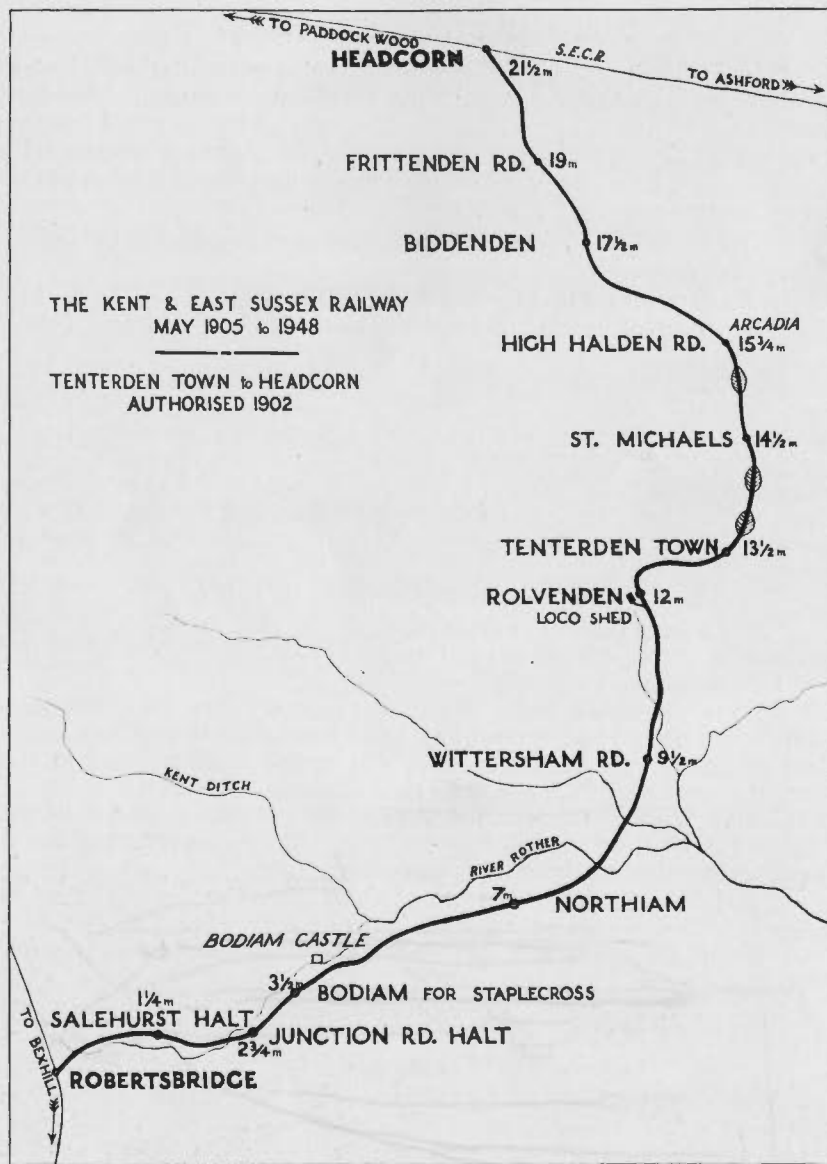
Also in 1904 the K.E.S.R. still had hopes of the Cranbrook Extension being built and obtained the following:—

" KENT AND EAST SUSSEX RAILWAY

General Powers Order 1904

Whereas it was provided by the Order of 1899 that the powers of the Company for compulsory purchase of lands for the purposes of that order should cease after 8th December, 1902, and also if the railway was not completed by the 8th December, 1904 (or such extended time as the Board of Trade might approve) then the Company should cease.

And whereas an application is made to the Light Railway Commissioners under the Light Railway Act 1896 for an order to amend the Order of 1899 by reviving the powers on the same basis."



By this Order the Act of 1899 was changed from five years to nine years on the same basis under section 10 of the Light Railway Act of 1896. Even though this Order was obtained, and the extension was included in the Directors reports up to 1937, it existed still only on paper and has not been constructed yet.

This was the final effort of the Kent and East Sussex Railway to expand; and in fact, mainly due to road omnibus competition, the Company was hard put to it to remain a "going concern" in the difficult years to follow.

ROLLING STOCK FOR THE HEADCORN EXTENSION

Locomotive No. 4 "HECATE"

This engine was the first purchased by the Company after it had become the Kent and East Sussex Railway, and as already stated was bought with the idea of working the Maidstone Extension. No. 4 was the third and last locomotive to be purchased new, arriving in 1904.

Dimensions as follows:—

0-8-0 outside cylinder tank engine. Built in 1904 by R. W. Hawthorne Leslie of Newcastle-on-Tyne. Works No. 2587. Wheels 4ft. 3in. diameter, driven wheels 6 inches wide and without flanges, wheel base 15ft. 4in. Boiler diameter 4ft., length 12ft. 6in. containing 138 tubes of 2in. diameter, pressure 160lbs. per sq. in. Copper firebox 4ft. 3 1/2 in. long by 3ft. 6 1/2 in. wide, fitted with a brick arch and deflector. Heating surface: firebox 82 sq. ft., Tubes 918 sq. ft., total 1,000 sq. ft., grate 15 1/2 sq. ft., Tank capacity 1,200 gallons, coal 40 cubic feet. Tractive effort 16,385 lbs at 85% B.P. Fitted with vacuum brake, and supplied in Rother Valley livery with a copper capped chimney and a polished brass dome.



PHOTO

H. C. CASSERLEY.

No. 4 "Hecate" at Rolvenden 29th August, 1925.



PHOTO

C. R. G. STUART 350

"Hecate" as Southern Railway No. 949.

At the risk of appearing critical it should be recorded here that for once the Kent and East Sussex Railway had rather overstepped itself, because the line between Robertsbridge and Rolvenden, of 56 lbs. to the yard was too light for the engine to be run over it, and the Maidstone extension had come to a full stop at Headcorn.

This was a difficult state of affairs indeed, and the engine would soon have become useless; something had to be done and it fell to the lot of Driver Webb to run it once weekly between Rolvenden and Headcorn to keep it in working order. Hardly a lucrative undertaking to say the least, and after this had been going on for twenty-six years the Company came to the same conclusion; in 1932 "Hecate" was exchanged with the Southern Railway for the second No. 4, a Beyer Peacock 0-6-0 saddle tank.

Some books give this as a very unfair deal as "Hecate" was thoroughly overhauled at Ashford, and was on shunting duties the clock round at Nine Elms and Clapham Junction for many years after 1934. It must not be forgotten, however, that two boilers also were obtained as part of the exchange, and one of these went to the East Kent Railway for, it is believed, one of their Class 01 engines.

When "Hecate" had been acquired by the Southern Railway it was reboilered and given an extra handrail to the bunker, a new dome and the copper capped chimney was replaced by one of Wainwright design (rather a retrograde step from the aesthetic point of view) and a coat of dark goods green paint was applied. This was also applied to the nameplates, which probably accounts for their being so unobtrusive in most photographs of this engine taken during this period.

"Hecate" up to this point had not led an entirely useless life however as she worked at Tilmanstone Colliery on the East Kent Railway for some time from 1917 to 1919, and also figured in a smash at Biddenden, when she struck one of Marchant and Tubbs lorries, driven by one Eddie Freed, who sustained injuries to the head. All that is known is that a court case ensued.

Rumour has it in Rolvenden that once in an emergency "Hecate" was run over the lightly laid section as far as Bodiam. This necessitated the crossing of the River Rother Bridge, where the driver is reputed to have sent the train over dead slow and unattended, whilst he followed on warily by foot, "just in case," as he is supposed to have put it. This story is of course always very stoutly denied by the person against whom it is jocularly directed.

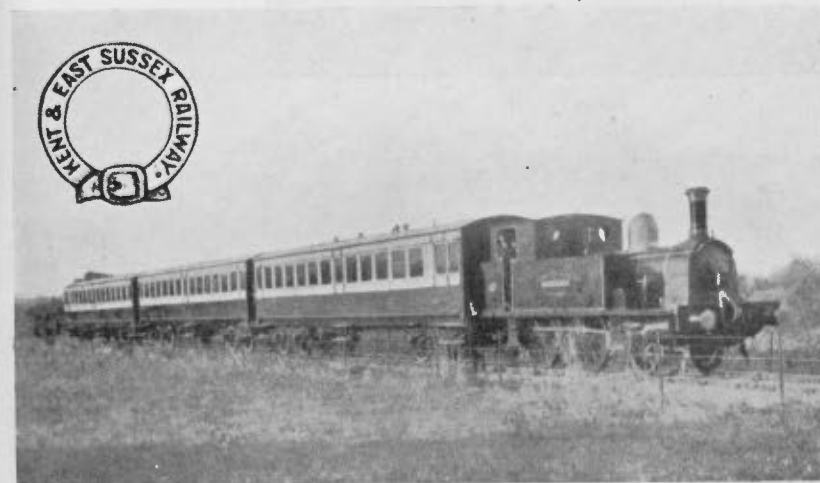
In the Locomotive Magazine Hawthorne Leslie Supplement of 1911 can be seen a photograph of this engine bearing the nameplates "Queen Alexandra" before delivery. Why is not known.

On being nationalized No. 4, already S.R. 949, became 30949.

PASSENGER STOCK FOR THE EXTENSION

At the same time as No. 4 was acquired, that is during 1904, R. Y. Pickering of Whishaw supplied a new train composed of three coaches as follows:—

- One 1st brake-compo with 16 1st seats and 30 3rds
- One all thirdseating.....48
- One 3rd brakeseating.....32



No. 1 from a set of six postcards issued by the Company.
No. 1 "Tenterden" with a train of PICKERING bogie coaches for the Headcorn Extension.



PHOTO

B. J. FINCH

Double signal
at High Halden Road

Dimensions :—

41ft. long, 8ft. wide, and 11ft. high. Wheels 3ft. 1in. diameter, bogie wheel base 5ft. 6in. total wheel base 29ft. These coaches had steel frames and were fitted with vacuum brakes and acetylene lighting.

At the same time some of the four wheel stock Nos. 16, 17, and 18, was also converted. These vehicles were two 1st/3rds and one all 3rd.

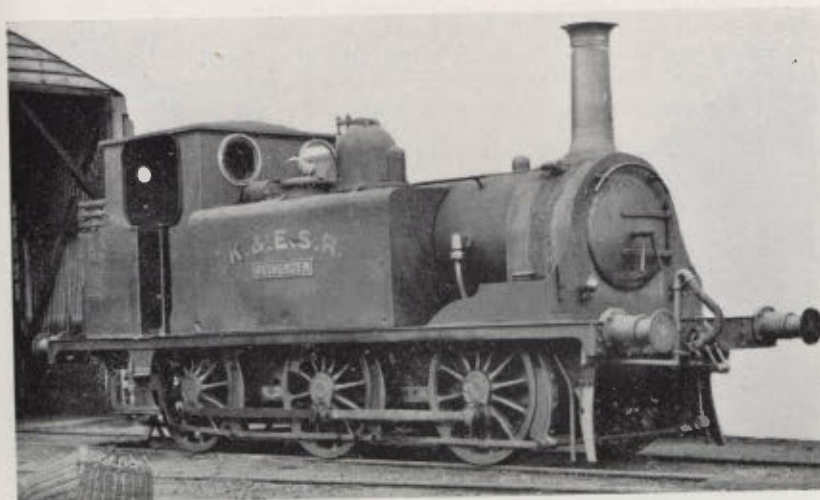
In 1909 two of the R. Y. Pickering new bogie coaches were sold to the Woolmer Instructional Military Railway in Hampshire, and were still in use in 1930. This rather points to the fact that the expected increase in traffic did not materialize to the extent hoped for.

CHAPTER V

LATER ADDITIONS TO
LOCOMOTIVE STOCK

Locomotive No. 5 "Rolvenden."

This engine was purchased by the K.E.S.R. in February, 1905, after the first "Terrier" had proved so successful. Built at Brighton by the L.B.S.C.R. in October, 1872, it was numbered 71 (and later 671) and carried the name "Wapping." It was the second of its class to be built.



PHOTO

O. J. MORRIS.

Ex-L.B.S.C. No. 71 "Wapping" modified for use on K.E.S.R. as No. 5
"Rolvenden."



PHOTO H. C. CASSERLEY.
No. 5 "Rolvenden" partially dismantled in Rolvenden yard on August 19th, 1933.

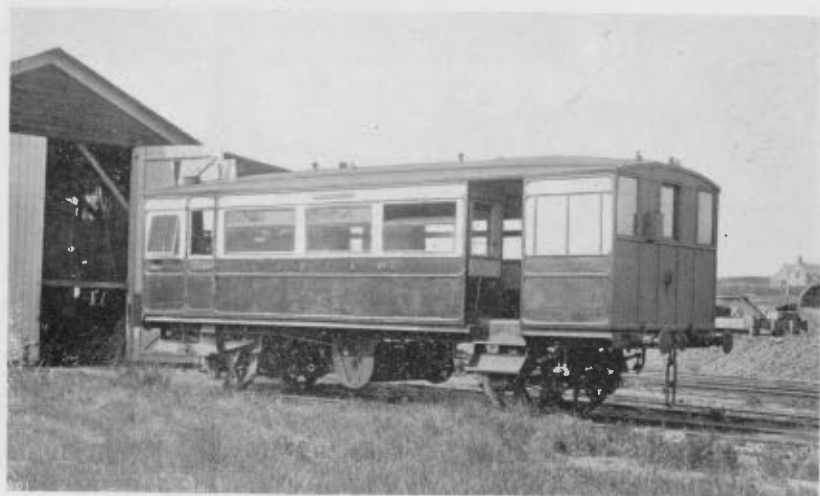


PHOTO LOCOMOTIVE PUBLISHING CO.
No. 6 Pickering Steam Railcar at Rolvenden.

Dimensions :—

Cylinders 13 x 20 in. stroke. Wheels 4ft. diameter. Boiler 3ft. 6in. diameter, by 9ft. 6in. long, firebox length 4ft. 1in., heating surface 511 sq. ft., boiler pressure 140 lbs. per sq. in. Tank capacity 500 gallons. Coal capacity 1 ton. Tractive effort 7,650 lbs. Weight 27 tons 10 cwt.

This engine was one of the same class as No. 3. It was originally fitted with a hand brake only, the L.B.S.C. in later years fitting the Westinghouse Air brake, leaving the Southern Railway to fit the vacuum for the K.E.S.R.

In 1901 R. J. Billinton removed the exhaust pipes from the smokebox to the tanks, fitted for condensing purposes, because water got through them and so into the smokebox, and on reaching the Kent and East Sussex Railway No. 5 was fitted with new lubricators, and coal rails were fitted round the top of the bunker.

"Rolvenden" was withdrawn from service in 1937, and was partly dismantled by the summer of 1938, and had disappeared from Rolvenden yard by December 1939. Before 1939 there had been a movement afoot to secure the preservation of this engine but most unfortunately, nothing ever came of it.

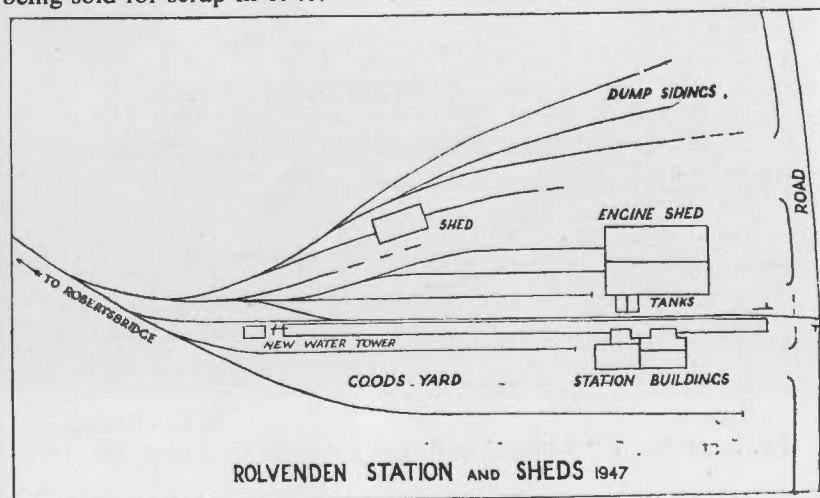
No. 6 in Locomotive Stock.

This had previously been No. 16 in the carriage stock.

In 1905 the K.E.S.R. acquired an experimental steam railcar built by R. Y. Pickering and Co. of Wishaw. The engine was a two cylinder steam plant (cylinders 5½ x 6in.) supplied by a multitubular boiler of the vertical type.

The drive was taken via a shaft and pitch chain to the axle nearest the engine, the wheels being 3ft. 6in. diameter. This car was painted buff.

Unfortunately No. 6 was not a success and did not last very long in service; it stood for many years as a wreck in Rolvenden yard finally being sold for scrap in 1941.





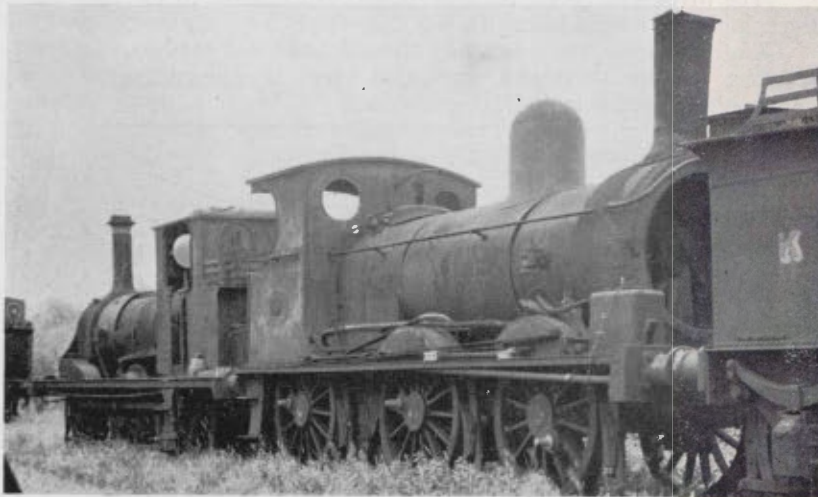
PHOTO

No. 6 standing derelict at Rolvenden 25th April, 1939.

JOHN L. SMITH.

Locomotive No. 7 "Rother."

Up to 1910 all the K.E.S.R. locomotives had been tank engines, and No. 7 "Rother" being one of the L.S.W.R. "Ilfracombe Goods," became the first tender engine to be owned by the Company.



PHOTO

No. 5 and No. 7 "Rother" derelict at Rolvenden on August 19th, 1933.

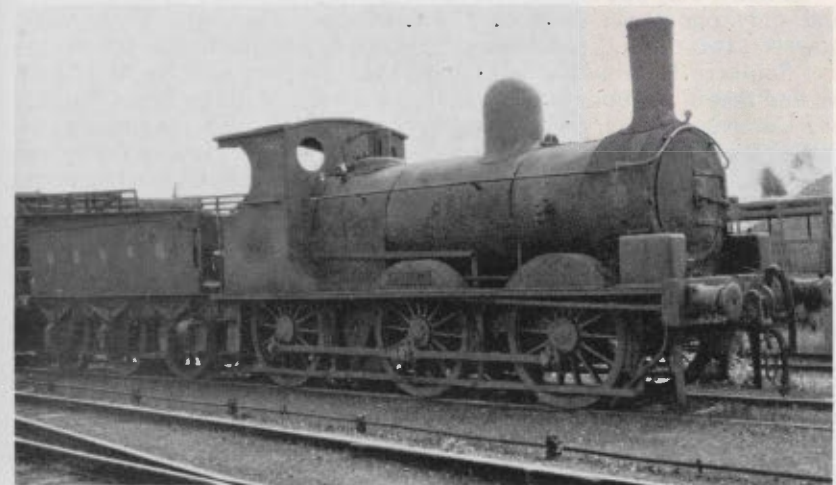
H. C. CASSERLEY.

No. 7 was built in February, 1873, by Beyer Peacock and Co. of Gorton, Manchester, (Works No. 1208) to the design of W. G. Beattie, for the London and South Western Railway. At first given the number 282, it became both 0282 and 349 later in 1899. Incidentally, when in March, 1899, the number 0282 was allotted, as just mentioned, new number plates were cast for this purpose and it is believed that this was the last time this was done, subsequent numbering being effected by the means of painted numerals. In 1900 No. 349 was again renumbered 0349.

"Rother" as we knew her, had been rebuilt by Adams in June, 1889, and was sold by the London South Western Railway to the Kent and East Sussex for £700 in June, 1910, after having been overhauled and painted in K.E.S.R. livery.

The following table gives the leading dimensions before and after the 1889 rebuild :

	<i>Before</i>	<i>After</i>
Wheel diameter	4ft. 6in.	same
Wheel base	6ft. 4in. plus 7ft. 6in.	
Boiler diameter	3ft. 8in.	4ft. 0in.
.. length	9ft. 3in.	same
.. centre line	6ft. 1½in.	6ft. 6in.
.. pressure	130 lbs sq. in.	160 lbs sq. in.
Tubes	150 x 2in. diam.	182 x 1¾in. diam.
Grate area	14 sq. ft.	12.6 sq. ft.
Cylinders	16 x 20in. stroke	same
Weight in working order	25 tons 16cwt	26 tons 12 cwt.



L.G.R.P.

No. 7 "Rother" out of use.

15753.

During this rebuild, "Rother," or rather No. 282 as then numbered, acquired a six wheeled tender of Beattie design, with the characteristic sloping sides.

The original tender had had only four wheels and padded buffers, weighing when full approximately only 13½ tons. The original Beyer Peacock chimney with its polished cap was exchanged at the same time for one of Adam's stovepipes, and the cab was also modified.

No. 282, the first of its class to be built, was designed to work the heavily graded Ilfracombe branch and afterwards this class was always known as the "Ilfracombe Goods." Although there were only eight of this class ever built, one carried the number 0349 and another the number 0394, a fact which always requires careful watching when they are being studied.

"Rother" had been taken out of service by 1933 and the chassis was seen at Rolvenden yard, still in the process of being scrapped in 1937, and had finally faded away by December, 1939. This engine is often wrongly shown as being No. 9 "Rother."

Mythical No. 7.

Many who have had an interest in the history and locomotives of the Kent and East Sussex Railway have been surprised at the large number of different dates given for building, purchasing, and so on, and the writer has noted five dates covering a period of six years, all given for the opening of the Headcorn extension.

To engine No. 7 are often ascribed two completely different types of locomotive and an effort is now made to simplify this matter and to correct certain errors which have been published in the past.

Firstly, only one No. 7 ("Rother") was ever owned by the K.E.S.R. and only one Beyer Peacock "saddleback" (No. 4). There were, however, two other "saddlebacks" which ran on the line as follows:—

Southern Railway No. 0217 and 3334. Dealing with No. 0217 first, we find that it was built in May, 1882, for the L.S.W.R. by Beyer Peacock and Company to their own design, works No. 2125. This engine was the first one of the last batch of six to be built and was classed 330 by the L.S.W.R. In December, 1925, No. 0217 was acquired by Colonel Stephens to work on the East Kent Railway and stood for a time at Rolvenden during transfer. Later on it was allotted the East Kent No. 7 and this probably accounts for it being erroneously recorded as K.E.S.R. No. 7 in certain reports.

A further cause for error arises because Southern "saddleback" No. 3334 was at Rolvenden later on, this locomotive then being the last survivor of its class on the Southern. This No. 3334, makers No. 1595, was loaned to the Kent and East Sussex in September, 1938, to help out while one of the "Terriers" was undergoing repairs at Ashford, and was at Rolvenden in March, 1939. It is said to have been painted black all over and to have borne neither Company's lettering or numbering. A fruitful source of legend indeed.

It had gone by 1940, but was still in existence in March, 1948, at Eastleigh Works.

Locomotive No. 8 "Hesperus."

The next engine purchased was No. 8 "Hesperus," which cost £550 and arrived in 1914.

This engine was originally built for the North Pembroke and Fishguard Railway in 1876. It became Great Western Railway property in 1898 and acquired the number 1380. From the beginning it had carried the name "Ringing Rock," and it still bore this name when it arrived on the K.E.S.R. in July, 1914.

"Ringing Rock" was an 0-6-0 saddle tank. Built by Manning Wardle in 1876, works No. 630. Wheels 3ft. 6in. diameter, cylinders 14 x 20in. stroke.

After "Ringing Rock" had been in use on the K.E.S.R. about seven years, it happened that the line between Northiam and Bodiam was flooded, although passable. There was at that time no flood bridge and the water had accumulated against one side of the track, and during the night this shifted out of alignment because of the pressure.

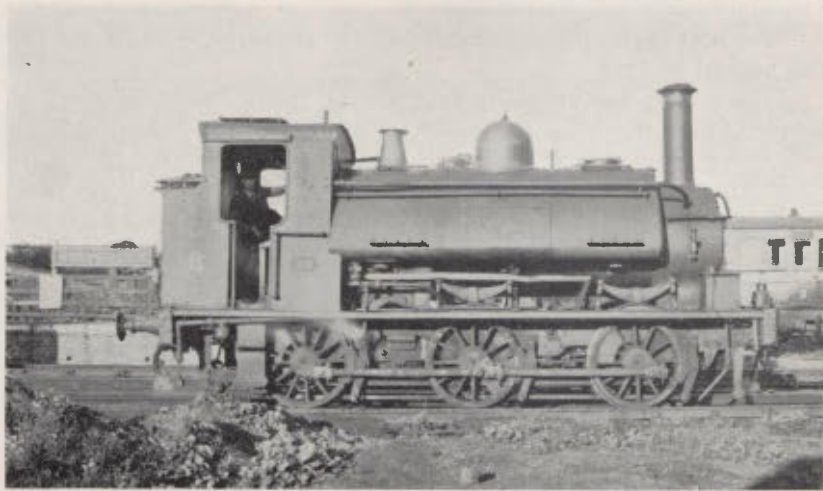
In the morning Driver Webb and No. 8 came puffing merrily along, and seeing a smooth expanse of water they had no idea that the track had moved. "Ringing Rock" left the rails and turned over on the small embankment, coming to rest on her left side; had there not been a willow tree providentially placed, No. 8 would no doubt have performed a complete somersault, but as it was, driver and fireman had a lucky escape, the water having by then accumulated to a depth of about ten feet. The line was blocked for a few days, and "Ringing Rock" remained against the willow tree for about a week.



PHOTO

H. C. CASSERLEY.

No. 8 "Hesperus" and train near Rolvenden on 21st September, 1935.



L.G.R.P.

No. 8 "Hesperus" at Rolvenden minus nameplates.

7452.

When No. 8 had finally been placed back on the track by one of the Company's cranes and safely returned to Rolvenden shed, the name "Ringing Rock" was immediately removed and "Hesperus" substituted: as a member of the staff once remarked to me in rather stronger terms "it was a fine name to possess after being involved in a wreck."

The supposed reason for this somewhat sudden change of identity was in order that the patrons of the Kent and East Sussex Railway would not be aware of the fact that this was the same engine that had been involved in the accident. If this was the reason then, as this locomotive was so outstandingly different from the others on the line, it is hardly likely that many people were under the wrong impression for very long.

"Hesperus" was newly painted in 1935 and lost its nameplates about the same time, although still retaining the polished brass dome acquired when owned by the Great Western Railway. It was still in regular use in 1940 and was sold in 1941. The "Ringing Rock" nameplates were actually transferred to another 0-6-0 saddletank on the Hundred of Manhood and Selsey Tramway.

Locomotive No. 9 "Juno."

0-6-0 "Ilfracombe Goods" tender engine, built by Beyer Peacock and Co., Gorton, Manchester, in February, 1873, works No. 1210. Designed by W. G. Beattie for the L.S.W.R. it was first numbered 284 on that line, later being renumbered 0284 in 1899 and rebuilt in 1888. It was taken out of service on the L.S.W.R. in January, 1914, and in Novem-

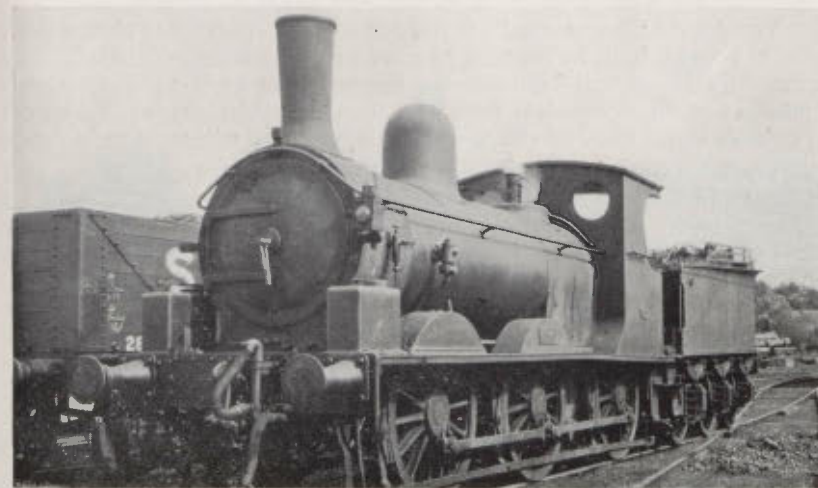
ber of the same year was sold to the K.E.S.R. for £700. All the dimensions are the same as for No. 7 "Rother."

There has always appeared to be more incorrect data available about this engine than any of the others, though why this should be is hard to understand. Information is often given as No. 0284 becoming K.E.S.R. No. 8 and others give this number as 0264. The "Ilfracombe Goods" of which this is the K.E.S.R.'s second example, were numbered 282 to 284 (No. 282 later becoming 0282 and 349 in 1899, and 0349 in 1900 as previously stated) thus there never was an "Ilfracombe Goods" engine numbered 264 or 0264. K.E.S.R. No. 8 was, of course, the North Pembroke and Fishguard Railway Engine while London South Western Railway No. 264 was actually a class G6 0-6-0 tank engine.

In 1935 "Juno" was in Rolvenden yard in two parts, the boiler later disappearing in 1938. The remainder was cut up by Thomas Ward and Company of Sheffield as scrap, and on a visit in 1940 no remains whatsoever were to be seen. As was the case with the old soldiers, no Kent and East Sussex engines ever appear to die, but merely fade away.

Ford and Shefflex Railcars

In 1923 a new form of locomotion was tried out on the K.E.S.R., taking the form of two Ford road Omnibuses which had had road wheels replaced by flanged ones and were linked back to back. When in use the foremost engine only was running, the second thus becoming a trailer.



L.G.R.P.

No. 9 "Juno" in steam, note bend in footplate under cab.

13163.

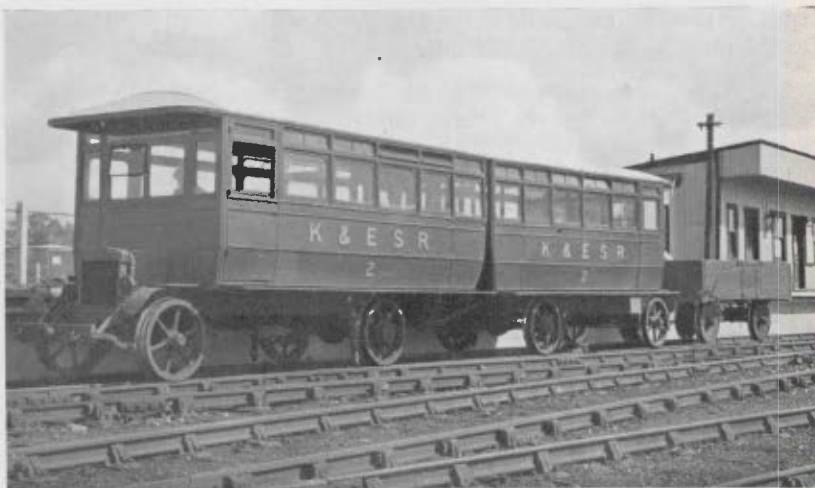


PHOTO Sheffield Railcar No. 2 at Headcorn. J. H. L. ADAMS.

This set was very economical on petrol consumption, using only $1\frac{3}{4}$ gallons to complete the round trip of 22 miles, including gradients of 1 : 48 and with a full load. This railcar acquired a coat of new paint in 1937 and was, like so much of the other rolling stock, withdrawn in 1941 and probably sold for scrap. Scrap iron had at this time reached a price never obtained before or since, and no one can blame concerns such as this for realizing what they could for anything that could be spared.

The previous mentioned set proved so good that in 1930 a similar set was bought, built by Shefflex Motors Ltd. of Tinsley, Sheffield. The design of this car was modified for the demands of the K.E.S.R., this modification also complied with the then new Ministry of Transport Regulations and allowed the use of a larger body on the same chassis.

To facilitate this greater capacity the drivers controls were moved forward and the length of the bonnet was halved to 18 inches. The cars were fitted with screw brakes on the front wheels which worked on the tyres, and the petrol tank was placed outside the body. This car was equipped with exhaust whistle, sanding gear, windscreen wiper, electric horn, and lighting at 12 volts. Heating was arranged for use in winter, and was effected by the exhaust gases circulating through pipes. The wheel base of each coach was 11 feet, and the top speed 30 to 35 miles per hour was obtained from a four cylinder engine giving 20 h.p. at 1,200 revs. and 47 h.p. at 1,600 revs.

The seating capacity was 25 plus the driver, and a four wheeled wagon was sometimes attached between each coach.

The Shefflex railcar was still running just before the war and was also disposed of in 1941.

Locomotive No. 4 (the second).

The next and final engine to be acquired by the line was No. 4, obtained for "Hecate" in the exchange of 1932.

This No. 4 was an 0-6-0 saddle tank as built by Beyer Peacock of Gorton, Manchester, in May, 1876, works No. 1596, for the London and South Western Railway. First numbered 335 it was later in 1906 renumbered 0335, and prior to transfer to the K.E.S.R. bore the number E0335 in May, 1932, and unlike her sisters 332 and 334 was never numbered in the three thousands.

Dimensions as follows :—

Cylinders 17 x 24 in. stroke, wheels 4ft. diameter, wheel base 13ft. 9in. Boiler centre line 6ft. 4½in. above rail level and 4ft. diameter by 9ft. 4in. long. Tubes 824 sq. ft., firebox 77 sq. ft., grate area 14 sq. ft., total heating surface 901 sq. ft. Saddletank capacity 800 gallons. Total weight in working order 34 tons 19 cwt 2 qts. The boiler pressure was 160 lbs per sq. in. but was blowing off light of this, about 130 lbs. towards the end.

The L.S.W.R. No. 0335 was allotted in 1906 when the Drummond 4-6-0 of the same No. was placed in service.

Although this class of engine was universally known on the London South Western Railway as "saddlebacks" and "Nine Elms shunters," No. 4 became known on the K.E.S.R. as the "Big Engine," which gives some idea of the relative sizes of the rest of the locomotive stud.



PHOTO

BEYER PEACOCK 0-6-0 ST No. 4 at Rolvenden in August 1933. Painted in S.R. livery with polished dome.

H. C. CASSERLEY.



PHOTO

JOHN L. SMITH.

No. 4 in steam at Rolvenden July 9th, 1946, with Salter Safety Valves removed.

Prior to delivery to Rolvenden this engine passed through the Southern Railway shops at Eastleigh and she emerged painted and lined in S.R. livery with the number 4 painted on the back of the cab. The Salter Safety Valve Levers were coloured a bright red and the dome was polished. A very pretty sight indeed, with yellow letters K.E.S.R. displayed on the tank sides.

Steam heating connections had been fitted, although the hand brake remained the sole means of stopping. This same brake handle gradually worked very loose and during its last years had to be approached very stealthily, and so to speak, taken by surprise, because it developed a nasty habit of jumping up and down while the train was in motion and a blow from it could easily have broken the wrist. Trouble had also started with the saddle tank and this had to be filled before the fire could be lighted as a certain amount of water invariably slopped over and extinguished it.

Shades of Rolvenden at 4.30 in the morning.

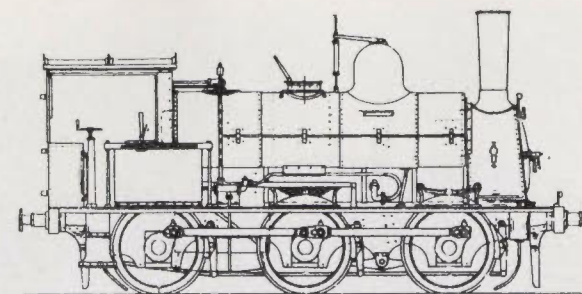
Number 4 was still the proud possessor of a polished brass dome in 1947, although by 1948 it had been painted over black and stood in Rolvenden shed minus coupling rods, like a stabled horse with a bandaged fetlock. After the nationalization of Railways on January 1st, 1948, No. 4 was taken over but not allotted a new number, being later towed to Headcorn and cut up by the Southern Railway at Ashford in August of the same year. For some time before her ignominious fate No. 4 had run with her Salter safety valves removed.

DRAWING

J. E. SKINLEY.

K.E.S.R.

No. 4



LOANED LOCOMOTIVE POWER

Although No. 4 concludes the list of locomotives owned by the Rother Valley and Kent and East Sussex Railway, before 1939 two "Terriers" Nos. 2655 and 2678 were on loan from the Southern Railway, and No. 2659 soon followed.

Throughout the last war traffic was greatly increased and listed below are the locomotives which have worked on the line.

SOUTHERN RAILWAY

1936-1938	...0-6-0 T...	No. 1556	Class	P (S.E.C.R.)
1939-1945	...0-6-0 T...	2655	"	AIX (L.B.S.C.)
1940	.....0-6-0 T....	2678	"	AIX (L.B.S.C.)
1941	.....0-6-0	—	"	—
1942	.....0-6-0	3440	"	0395 (L.S.W.R.)
1943	.....0-6-0	1426	"	01 (S.E.C.R.)
1944	.....0-6-0	—	"	—
1945	.....0-6-0	1426	"	01 (S.E.C.R.)
1946	.....0-6-0 T....	1325	"	P
1947	.....0-6-0 T....	1556	"	P
1947	.....0-6-0 T....	1555	"	P
1947	.....0-6-0	3440	"	0395 (L.S.W.R.)
1948	.....0-6-0 T....	2640	"	AIX (L.B.S.C.)

In 1946 "Terrier" No. 2678 was undergoing overhaul at Ashford and "P" tank No. 1325 was acting as replacement.

REMAINDER OF PASSENGER ROLLING STOCK

Here difficulty has been found in obtaining a true account of the stock as numbers were sometimes transferred, and do not seem to have been allotted in any predetermined order.



L.G.R.P. 7045.
No. 1 "Tenterden," No. 9 "Juno" and Ford Railcar at Rolvenden Station.

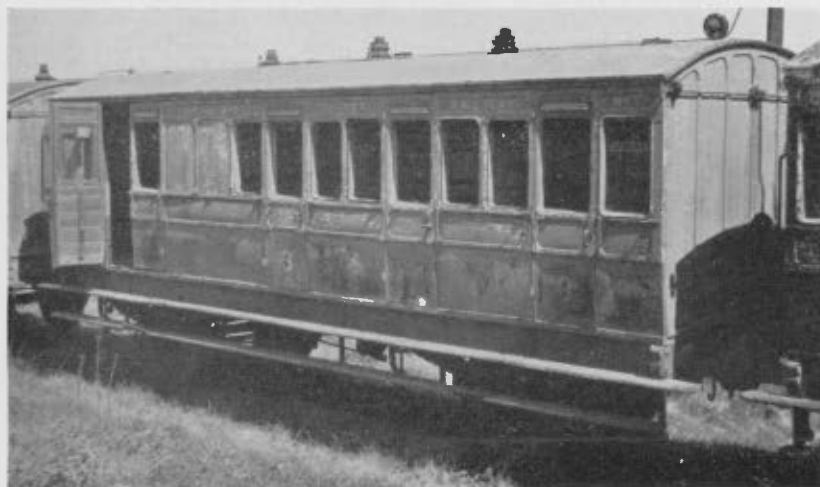


PHOTO J. H. ASTON.
First No. 1 ex-L.S.W.R. 4 wheel brake 3rd at Headcorn awaiting scrapping
May 8th, 1948.

No. 1.

The first No. 1 was an ex-L.S.W.R. 4 wheeled brake 3rd as shown in the accompanying photograph. This coach had been taken out of service before 1940, although it stood in Rolvenden yard up to the end of 1948.

No. 1 (the second)

No. 1 the second, an ex-L.S.W.R. bogie corridor coach, was purchased in 1945 from the Southern Railway. This is one of the two coaches usually seen in later photographs of the two coach train hauled generally by "Terrier" No. 3.

No. 2

No. 2 another ex-L.S.W.R. coach of the low roofed 1st-3rd variety, was also acquired from the Southern Railway along with a 1st-3rd brake of the same type in 1932.

No. 3

Ex-Great Eastern Railway 4 wheeled brake 3rd. This later went to the Shropshire and Montgomeryshire Railway and it is believed that the 1st and 3rd brake as mentioned with No. 2 took the place of No. 3 as it became vacated.

No. 4

Ex-L.S.W.R. six wheeled, five compartment, 1st-3rd, purchased from the Southern Railway in 1932. This is the same as an East Kent Railway coach and stood in a derelict state at Rolvenden for many years as seen in the photograph.

No. 4 (the second)

Ex-L.S.W.R. bogie brake composite, purchased from the Southern Railway in 1936 along with No. 5.

No. 5

Ex-L.S.W.R. bogie brake composite.

No. 6

Ex-L.S.W.R. brake 3rd bogie corridor. This was purchased from the Southern Railway in 1945 along with the second No. 1.

Nos. 7, 8, and 9

No positive records.

No. 10

Ex-4 wheel three compartment Royal Saloon. See photograph. The Royal Saloon is of note in that it was believed to be the oldest



PHOTO *H. C. CASSERLEY.*
4 wheel Royal Saloon built for L.S.W.R. in 1848. Photograph taken August 19th, 1933.

passenger coach in general use in the kingdom before the last war. It was built in 1848 (a hundred years ago !) as the Royal Saloon for Queen Victoria and the Prince Consort. Prior to being used for this purpose it was shown in the Great Exhibition of 1851, and afterwards worked, inter alia, on the Windsor-Portsmouth trains.

In 1890 it was purchased by the Plymouth Devonport and South Western Junction Railway from the London and South Western and worked between Callington and Bere Alston. In 1905 it was transferred to Rolvenden on the K.E.S.R. by Colonel Stephens, who had a controlling interest in both lines. In 1930 the walnut panelling and mirrors were still in good condition and at the time some regret was felt when it was not shown in the Centenary celebrations at Darlington.

Before the war this coach was Colonel Stephen's inspection saloon in which he toured the line. Two of these coaches had been acquired by the P.D.S.W.R. and Colonel Stephens, and the other, numbered 1A, was used for a similar purpose on the Shropshire and Montgomeryshire Railway.

In times of stress the Royal Saloon was pressed into service for ordinary passenger duties and the passengers were thus afforded the doubtful privilege of travelling in a Royal coach for less than a 1d. per mile, albeit the coach was by no means new. This coach was taken over by the Southern Railway in 1936 and its subsequent history is unknown.

Nos. 11 to 14

No positive records.

No. 15

Ex-North London Railway 4 wheeled brake van.

No. 16

This was at one time the Pickering Steam Railcar later numbered 6 in the locomotive stock.

No. 16, 17, and 18

As previously stated these are believed to have been the Pickering rebuilds for the Headcorn extension.

No. 19

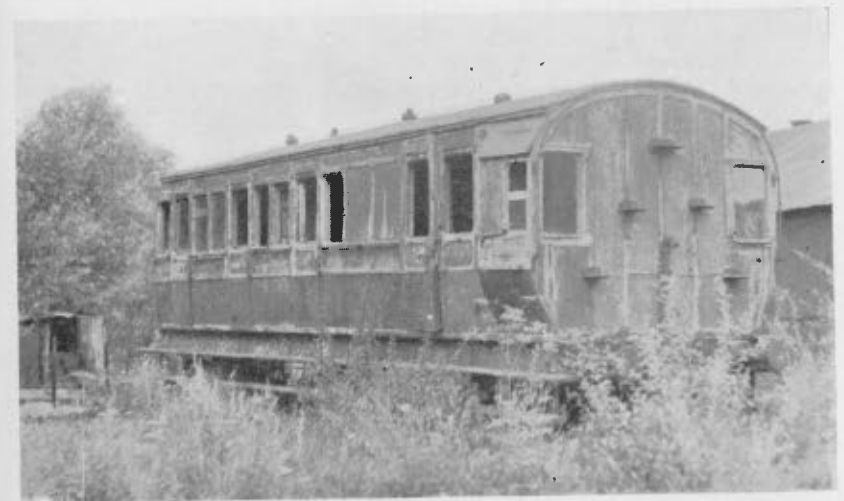
Ex-L.S.W.R. 4 wheeled brake 3rd.

No. 20

Ex-Great Eastern Railway 4 wheeled brake 3rd.

There are also believed to have been a 4 wheel all 1st ex-Great Eastern coach and possibly a second L.S.W.R. 6 wheeler.

Also illustrated is the Great Eastern Railway 4 wheel brake van built at Swindon in 1877. This as photographed was not in use.



L.C.R.P.

Truly Rural.

12308.

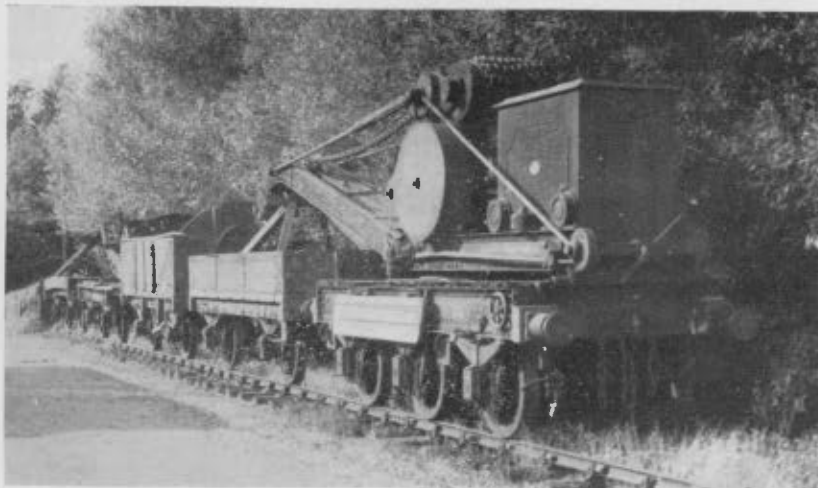
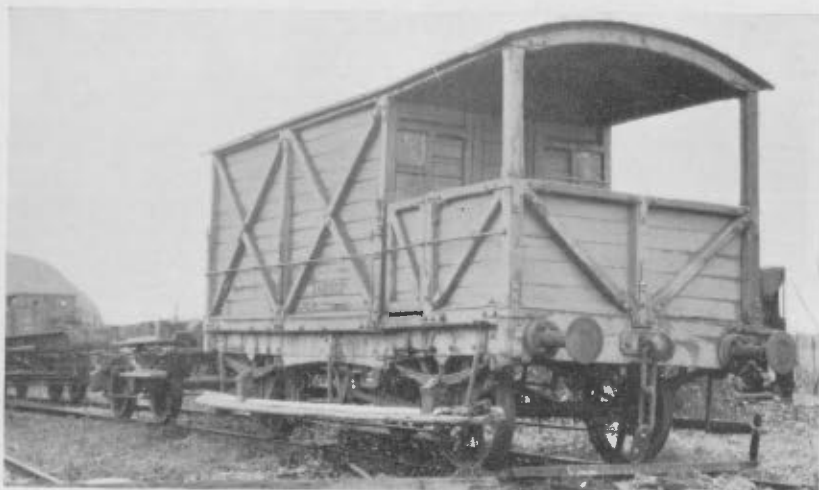


PHOTO *JOHN L. SMITH.*
6 wheeled breakdown crane in Rolvenden goods yard August 22nd, 1947, note adapted 4 wheel match truck.

There were also some goods wagons of the common type, some of which were transferred to the Shropshire and Montgomeryshire Railway in 1927.



L.G.R.P. 2283.
Ex-G.W.R. 4 wheel goods brakevan built Swindon 1877.

CHAPTER VI

GENERAL

ALTHOUGH no general arrangements were ever made for through passenger working, it is interesting to note that between 1928 and 1933 a through coach was attached to the rear of the 5.15 p.m. from Cannon Street to Tenterden. On Saturdays this was the 5.20 from Charing Cross. Unfortunately this service never attracted many passengers and the service was discontinued.

During the hop picking season, circa 1936-1937, a special train for Bodiam was occasionally seen to be passing from the Southern Railway to the Kent and East Sussex line at Robertsbridge.

On one occasion in 1937 it consisted of three S.E.C.R. coaches weighing about 225 tons loaded. This train was drawn by "Saddle-back" No. 4 running a bunker first. One of the guards told the author that this was a very tricky job, as No. 4 had no vacuum brakes and it was impossible to see easily where to stop. Over the whole through running period there was never a single mishap, which speaks very well for the staff.

During this period two engines sometimes brought the 8.50 train to Robertsbridge from Headcorn and propelled coaches back to Junction Road station to pick up hop pickers returning to London. This double headed train was then drawn back to Robertsbridge.

Concerning journeys the following is taken from G. E. Mittons book "Peeps at Great Railways S.E.C.R. and L.B.S.C." published in 1912. Page 72.

"... Bodiam lies some way north of Battle and is off the beaten track.

It is on the single line which runs off from the South Eastern at Robertsbridge. In passing, it may be remarked that it is rather odd to find an independent line in the midst of another railway system, and there is no doubt that it is only a question of time until it is absorbed. At the present moment it owns about 25 miles of ordinary gauge track, two ordinary sized engines and four small tank engines; and the line joins the South Eastern again at Headcorn."

The foregoing is rather interesting in that it was written in 1912 and and the line remained independent all through the grouping of 1923 and right up to nationalization on January 1st, 1948.

Finances

As to general history between 1914 and 1948 we find that not very much took place except the rolling stock changes as already chronicled ; to these should be added a note on the two cranes and match trucks already mentioned. The first was in use in 1913 and by 1920 the second was entered in the annual returns.

During the first World War the K.E.S.R. was taken over by the Government from August 5th, 1914, until August 15th, 1921. In 1916 Mr. H. W. Tugwell, one of the original Directors, resigned, a Mr. Thomas Chelwell Jenkins being elected. The other directorships occasioned one or two other changes as time went by, the original Chairman Sir Myles Fenton retiring in 1914.

As most readers will no doubt already know 1926 saw the turn of the tide of prosperity for light railways in general, and for the K.E.S.R. too its zenith had been reached. Whilst not wishing to give a mass of figures the following extracts will give an idea of the decline, which with monotonous regularity was entered in the Annual Reports as due to the aftermath of the 1914-18 war and omnibus competition. This latter item had been mentioned for the first time as early as 1914.

In 1924 the line from Robertsbridge to Tenterden showed a net credit balance of £583 5s. 3d.; at the same time the Tenterden to Headcorn section showed a debit balance of £375 8s. 7d., and from this date these sums became progressively worse.

1926 :—

Tenterden to Robertsbridge Nett credit balance £704 1 2

Tenterden to Headcorn Nett debit balance £1698 1 9

The report this year stated that coal traffic had decreased by 4,844 tons or nearly 40%, and that merchandise had decreased by 2,000 tons. This it was stated was probably due to the effects of the General Strike. At the same time two rail motors are recorded as being in use thus effecting a financial saving over steam traction.

1927 :—

Tenterden to Robertsbridge Nett credit balance £340 7 10

Tenterden to Headcorn Nett debit balance £1197 13 0

1930 :—

Tenterden to Robertsbridge Nett credit balance £66 10 4

Tenterden to Headcorn Nett debit balance £1725 10 4

1931 :—

As will now be understood things were getting really bad, and worse was to follow because true to the saying it never rains but it pours, in October, 1931, the Company was saddened by the news of the death of its Managing Director and Engineer since 1900, Lieutenant-Colonel H. F. Stephens.



K.E.S.R. tickets from the collection of Mr. JOHN L. SMITH.

It is perhaps a pleasant thought that in one way Colonel Stephens passed away when he did, for it would have been a hard thing for him to

have seen the lines he had worked for so much defeated by changing times. At the time of his death he was connected with no less than 17 of them.

By 1932 the entire line had shown a debit balance and on March 15th, 1932, Colonel Stephens' successor Mr. W. H. Austen was appointed official receiver, and it was under his capable guidance that the line continued until being taken over by the Government at the beginning of the second World War, although even then the direct management continued to be his direct responsibility. In some quarters it is thought that 1939 saw the end of the K.E.S.R. from an enthusiast's point of view, but in the writers opinion this came the following year.

TICKETS

A collection of K.E.S.R. tickets is extremely colourful and ranges from green, buff, white and pink, to returns of which both halves were different colours ; and further to excursions and cheap day tickets which possessed variegated letters, bands, stripes and bars. Many of these are to be seen in the accompanying illustration kindly loaned from the collection of Mr. John L. Smith.

CONCLUSION

It has always been a great pity that the world in general could not be run in a manner more suited to those of a sentimental nature, but it never has been and perhaps never will be. Systems of one kind or another are evolved and practised, serving their purposes to greater or lesser degrees, and finally returning whence they came. Such has been the story of the light railway and now, sad though the thought is, nearly all of them seem to be foreshadowed by an early demise.

There is no doubt that, when the day has dawned that is to witness the extinction of the last of our light and narrow gauge lines, there will long remain many score men, and no doubt some women, who will long cherish precious memories of winding overgrown tracks and antiquated though nevertheless lovable locomotives. When this day dawns, as seems so inevitable, many will find the world to be an emptier and more exacting place in which to live.

For most people the announcement in the press that the friendly old Kent and East Sussex was now a part of the Ashford running district meant the end of an outstanding character of Southern England. Never again will there be so much of absorbing interest or such friendly freedom as was to be found at Rolvenden in years gone by. It has been rumoured that the powers that be have great things in store for the little line, but be that as it may, it is a safe wager that these things if they do take place will never be watched with the same happy interest that so many have delighted in taking, in matters of much less import, in the years gone by. If only there was another Colonel Stephens.

APPENDIX No. 1

The Rother Valley and Kent and East Sussex Railway Liveries.

The livery of the Rother Valley Locomotives was as follows :—

Dark blue, lined out with white, black and vermillion, with copper

capped chimneys (the Hawthorne Leslie engines had brass chimneys) and polished brass domes. The Kent and East Sussex continued this in 1904 with the addition of the words " Kent and East Sussex Railway " in an oval panel surrounding the locomotive name plates. After 1931 it was changed to Standard Southern Green, and although it was often darker, one of the " Terriers " was later painted a much lighter shade.

The carriages were painted a dark brown, and the panelling was cream. Ex-Southern Railway Stock used by the line remained green. The Ford Railcars were brown and the Pickering Steam Railcar was buff.

The original colour was in use last on No. 2 " Northiam " which was still unchanged in December, 1937, although time and use had weathered it down to a greeny black.

APPENDIX No. 2

The fortunes of a railway are nowhere more accurately mirrored than in the service it provides.

The following are time tables of 1900, 1905, 1908, and 1948, give a picture easily grasped. If the line now nationalized is ever doubled it will be interesting to see the new service thus facilitated.



GAINSBOROUGH PICTURES (1928) LTD.

" Gladstone " at speed in the film " Oh ! Mr. Porter. "

ROTHER VALLEY RAILWAY

TIME TABLE

MONDAY, APRIL 2nd, 1900

And until further notice

UP	Week-days				Sundays			
		Weds. & Sats. excepted	Weds. only	Sats. only				
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
Tenterden..... dep.	7 30	9 30	10 13	9 48	1 8	5 35	9 35	5 30
Wittersham Road	7 41	9 41	10 24	9 59	1 19	5 46	9 46	5 41
Northiam (for Beckley) ... "	7 50	9 50	10 33	10 8	1 28	5 55	9 55	5 50
Bodiam	8 6	10 6	10 49	10 24	1 44	6 11	10 11	6 6
Robertsbridge (S.E.&C.R.)	8 20	10 20	11 3	10 38	1 58	6 25	10 25	6 20

DOWN	Week-days				Sundays			
		Weds. & Sats. excepted	Weds. & Sats. only					
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
Robertsbridge Jn. dep. (S.E. & C.R.)	8 32	11 10	11 10	2 8	6 32	.....	10 30	6 28
Bodiam	8 46	11 24	11 24	2 22	6 46	.....	10 44	6 42
Northiam (for Beckley) ... "	9 2	11 40	11 40	2 38	7 2	.....	11 0	6 58
Wittersham Road	9 11	11 49	11 49	2 47	7 11	.....	11 9	7 7
Tenterden.....arr.	9 22	12 0	12 0	2 58	7 22	.....	11 20	7 18

All Trains 1st and 3rd Class.
 Cheap Return Tickets will be issued to London from Robertsbridge in connection with the 7.30 a.m. Up Train on Wednesdays only, Fares: 1st Class 10/6, 2nd Class 7/6, 3rd Class 5/3 : and to Hastings 1st Class 3/-. 2nd Class 2/-. 3rd Class 1/6.

Every effort will be made to ensure the connections with the Trains of other Companies as shown, but the same cannot be guaranteed.

All enquiries on Traffic matters to be addressed to Traffic Office, Robertsbridge, and all suggestions or complaints to

GENERAL MANAGER'S OFFICE,
 TONBRIDGE.

April 1900.

TENTERDEN AND HEADCORN

TIME TABLE

1905

UP	Week-days		Sundays		Sundays	
	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
Tenterden	8 26	11 06	3 20	5 30	8 49	7 15
High Halden Road	8 36	*	3 30	5 42	9 00	7 20
Biddenden	8 40	1 39	3 38	5 53	9 09	7 33
Frittenden	8 51	*	3 38	5 53	.....	.....
Headcorn.....	9 00	11 52	3 55	6 08	.....	.....

DOWN	Week-days		Sundays		Sundays	
	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
Headcorn.....	9 08	12 50	4 15	.....	.....	.....
Frittenden	*	12 06	4 21	.....	.....	.....
Biddenden	9 24	1 06	4 31	.....	9 19	7 44
High Halden Road	*	1 14	4 40	.....	9 29	7 54
Tenterden	9 42	1 22	4 48	.....	9 39	8 04

First Time Table published for the Headcorn extension
 1905

* Train stops when signalled to pick up or set down passengers

ROBERTSBRIDGE JUNCTION AND HEADCORN JUNCTION

KENT AND EAST SUSSEX

JULY 1908

Eng. Gen. Man., and Loco. Supt. H. F. Stephens, A.M.Inst., C.E. Tonbridge, Kent.

	Up		Week Days								Sundays														
	mrn.	mrn.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn.	mrn.	aft.	aft.	aft.										
Robertsbridge Junct. .. dep.	8 20	11 8	2 33	2 33	4 38	6 38	6 38	8 50	9 0	9 10	9 17	9 25	11 13	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	
Junction Road	Sig.	...	Sig.	Sig.	Sig.	Sig.	Sig.
Bodiam	8 29	11 26	2 43	2 43	4 48	6 55	6 55	9 10	9 17	9 25	11 13	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...
Northiam	8 38	11 26	2 53	2 53	4 58	6 55	6 55	9 10	9 17	9 25	11 13	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...
Wittersham Road	8 45	11 26	3 4	3 4	5 4	7 45	7 45	9 17	9 25	11 13	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...
Rolvenden	8 53	11 26	3 12	3 12	5 12	7 12	7 12	9 25	9 25	11 13	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...
Tenterden Town arr.	9 0	11 45	3 13	3 13	5 18	7 20	7 20	9 30	9 30	11 13	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...
..... dep.	9 7	11 46	3 14	3 14	5 19	7 21	7 21	9 31	9 31	11 14	11 24	11 34	11 41	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...
High Halden Road.....	9 14	11 58	3 27	3 27	5 32	7 34	7 34	9 44	9 44	11 17	11 27	11 37	11 44	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...
Biddenden	9 21	11 58	3 37	3 37	5 42	7 44	7 44	9 54	9 54	11 17	11 27	11 37	11 44	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...
Frittenden Road	Sig.	Sig.	Sig.	Sig.
Headcorn Junct. arr.	9 29	12 12	3 29	3 29	5 34	7 36	7 36	9 46	9 46	11 19	11 29	11 39	11 46	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...

	Down		Week Days								Sundays														
	mrn.	mrn.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	aft.	mrn.	mrn.	aft.	aft.	aft.										
Headcorn Junction .. dep.	9 40	12 54	3 45	3 45	5 50	7 52	7 52	10 0	10 0	11 23	11 33	11 40	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Frittenden Road	Sig.	Sig.	Sig.	Sig.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Biddenden	9 50	1 7	4 0	4 0	6 05	8 07	8 07	10 17	10 17	11 40	11 50	12 0	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
High Halden Road.....	Sig.	1 15	4 8	4 8	6 13	8 15	8 15	10 25	10 25	11 48	11 58	12 1	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Tenterden Town arr.	10 5	1 23	4 16	4 16	6 21	8 23	8 23	10 33	10 33	11 56	12 6	12 9	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
..... dep.	7 15	10 20	1 30	1 30	3 35	5 37	5 37	7 47	7 47	9 10	9 20	9 23	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Rolvenden	7 19	10 24	1 35	1 35	3 40	5 42	5 42	7 52	7 52	9 15	9 25	9 28	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Wittersham Road	7 27	10 32	1 44	1 44	3 49	5 51	5 51	8 01	8 01	9 24	9 34	9 37	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Northiam	7 34	10 39	1 51	1 51	3 56	5 58	5 58	8 08	8 08	9 31	9 41	9 44	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Bodiam	7 43	10 48	2 0	2 0	4 05	6 07	6 07	8 17	8 17	9 40	9 50	9 53	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...
Junction Road	Sig.	Sig.	Sig.	Sig.
Robertsbridge Junct. .. arr.	7 56	10 55	2 19	2 19	4 24	6 26	6 26	8 36	8 36	10 0	10 10	10 13	6 5	6 15	6 25	6 32	9 35	9 45	9 55	10 6	...	...	...	...

a. Stops to set down

d. Wednesdays and Saturdays

t. Wednesdays only

K. & E.S.R.

JULY 1948

	Up		Week Days Only																						
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Headcorn dep.	8 50	9 10	12 30	12 43	1 252	1 8	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Frittenden Road	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M
High Halden Road.....	9 20	9 20	1 252	1 252	1 8	1 8	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Tenterden St. Michaels	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M
Tenterden Town	6 55	9 40	1 8	1 8	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Rolvenden	7 0	9 48	1 8	1 8	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Northiam	7 7	9 55	1 10	1 10	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Wittersham Road	7 7	10 7	1 10	1 10	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Bodiam	7 17	10 18	1 10	1 10	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Junction Road	7 27	10 18	1 10	1 10	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Salehurst Halt	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M
Robertsbridge	7 40	10 33	1 10	1 10	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13

M Stops by signal to set down or pick up passengers.

Under the Railway Act of 1921 for the compensation and post war claims against the Government the maximum allocation to the K.E.S.R. was for £1,531 and of this sum £1,487 was immediately payable in 1922 leaving £44 in dispute.

APPENDIX No. 3

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NOTES

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