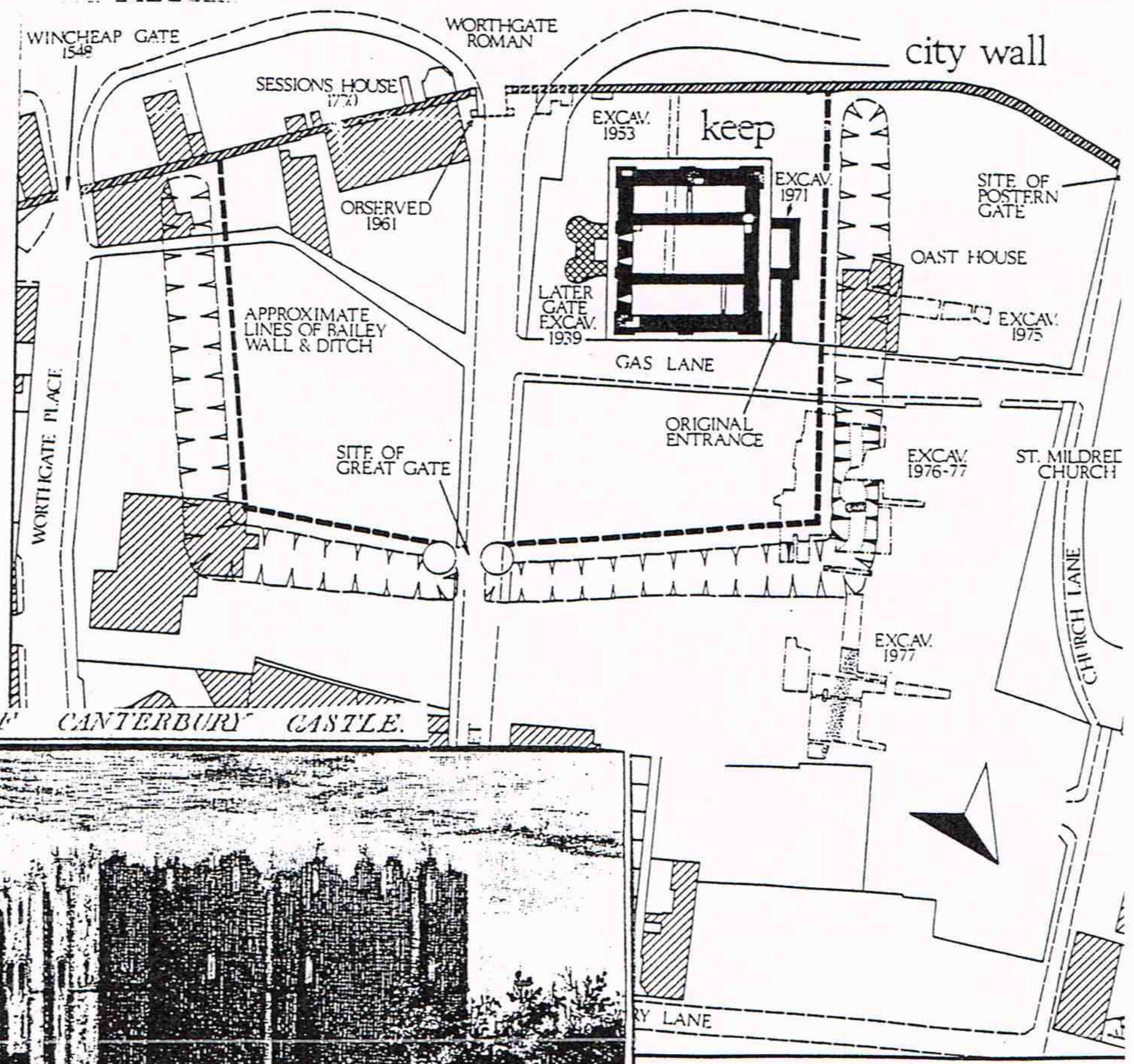
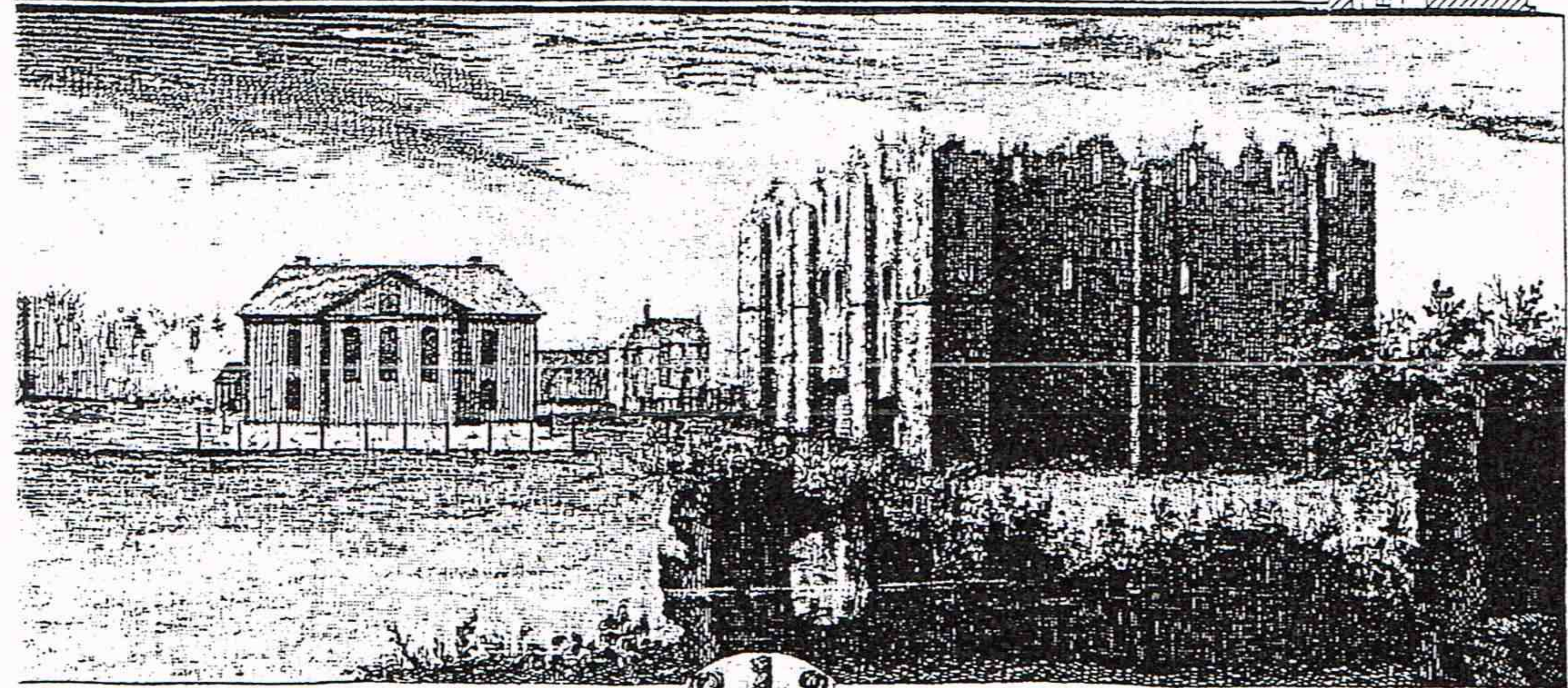


ation Road East (with inset plan) and Canterbury Motor Company excavations showing known Roman burials and postulated Norman topography



THE NORTH EAST VIEW OF CANTERBURY CASTLE.



ry Castle. 1 : 500.

(J. and N. Buck's 1735 Engraving)

*By Thomas May Esq.  
his most Obedient Servant*



*THIS CASTLE stands on a Hill and is supposed to have been built in the time of the Normans by the Bishop of Exeter. It is now the property of the Crown and is used as a barracks for the 1st Battalion of the Buffs. The keep is the only part of the castle which remains in its original state. It is a fine specimen of Norman architecture and is well worth a visit. The castle is situated on the east bank of the River Stour and is a fine view of the city of Canterbury.*

BLEAN UNION

BLEAN R. D. HACKINGTON PH.

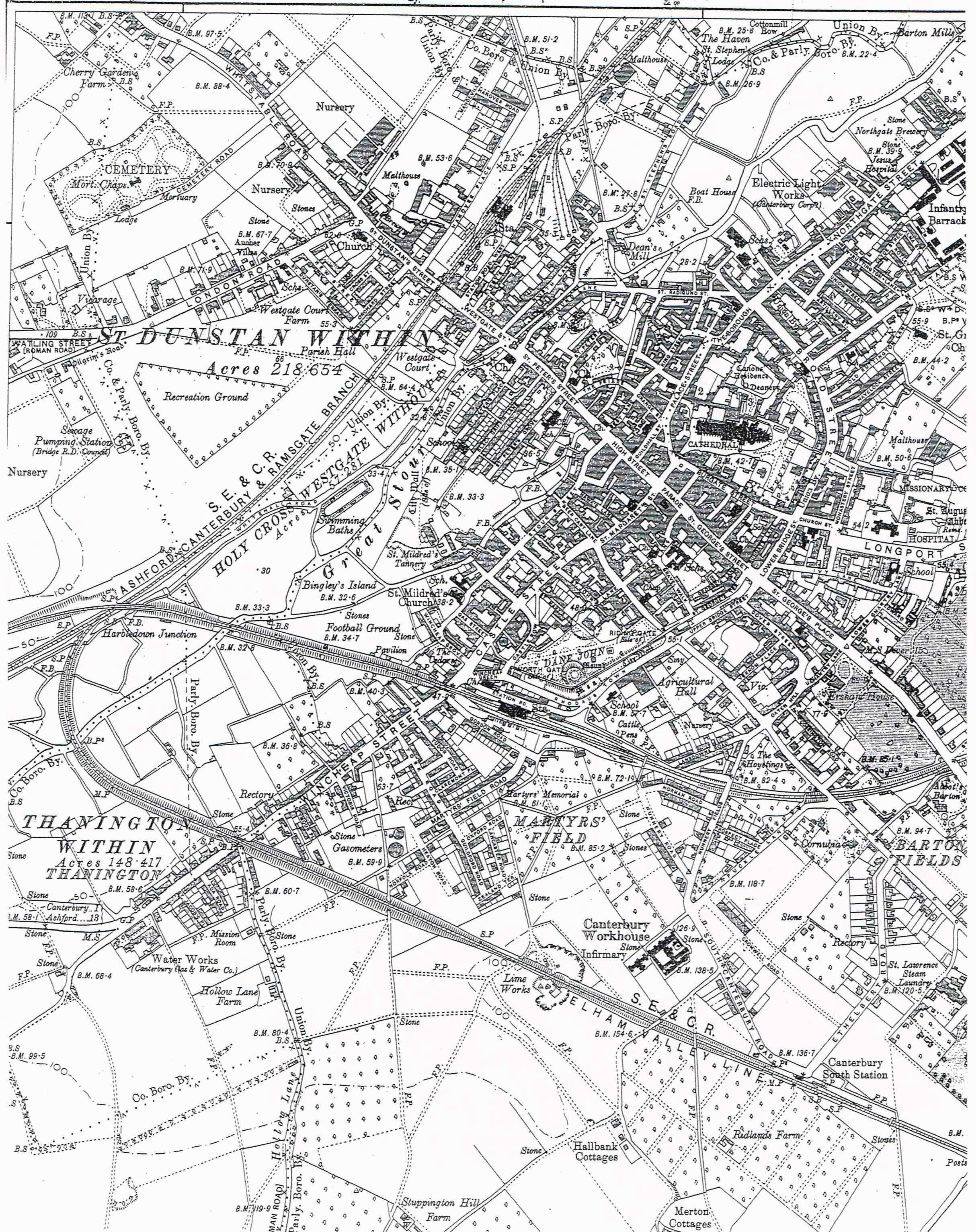
BLEAN UNION & R. D. HACKINGTON PH.

EASTERN

Co. & Parly. Boro. By.

Co. Boro. By.

1° 5'





THIS LARGE HOUSE called The Cedars was situated between Wincheap Grove and No. 1 Wincheap Street. At the beginning of this century it was the home of Stephen Williamson before becoming the offices of the Post Office Telephones. In due course it was taken over by C. & G. Yeoman, who had a large depot at the rear of the property, and in turn became the headquarters of British Road Services. It was demolished early in the 1960s prior to the commencement of the first stage of the ring road, Rheims Way.



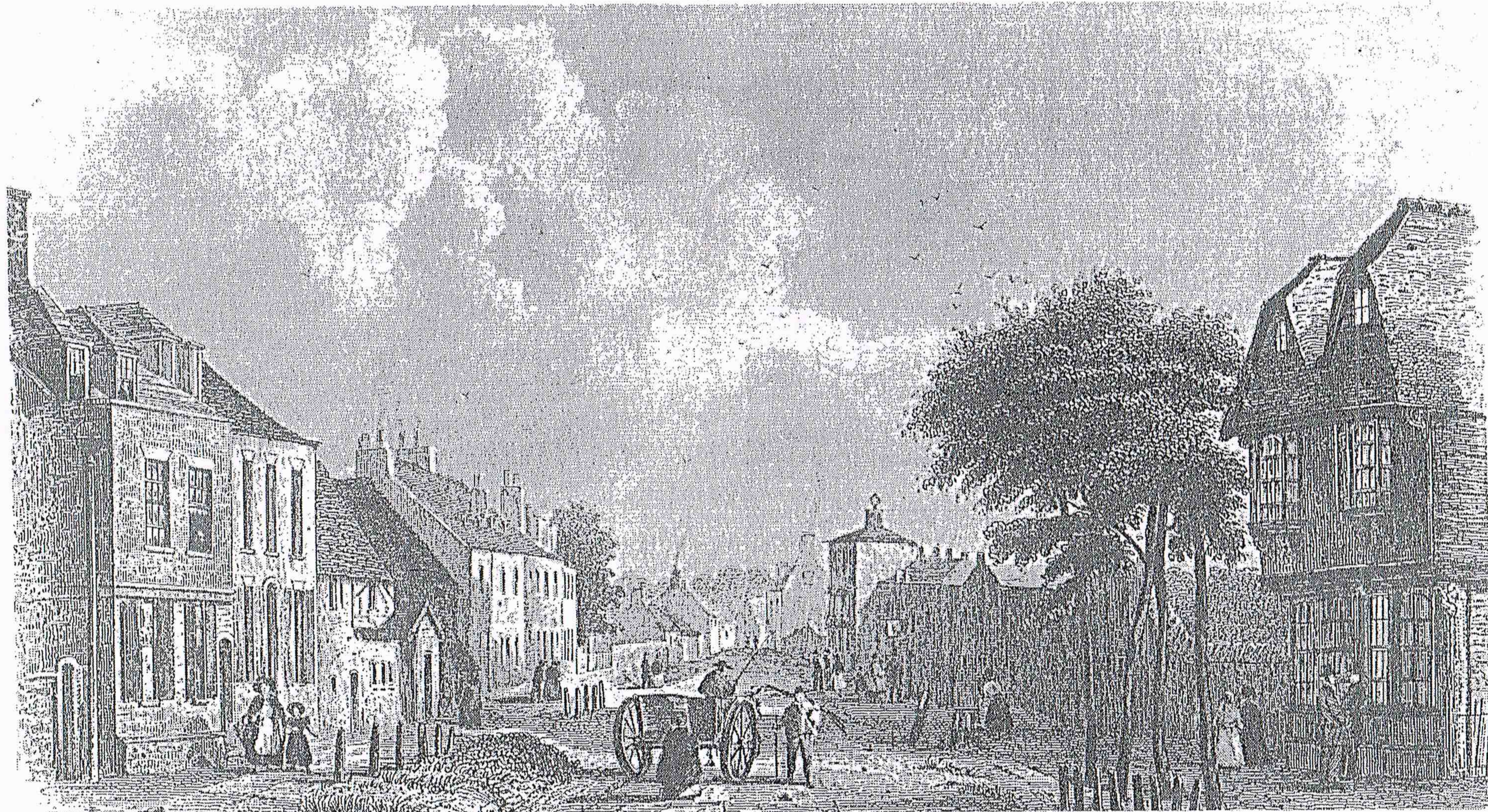
PART OF WINCHEAP STREET as it looked in the early part of this century. Little has changed to this day apart from the row of shops built on land opposite the King's Head Inn and the erection of Wincheap Garage on the left-hand side beyond the White Horse public house whose sign can just be seen. The King's Head Inn probably dates from the fifteenth century, and stands adjacent to the old (and now derelict) Nonconformist Cemetery.



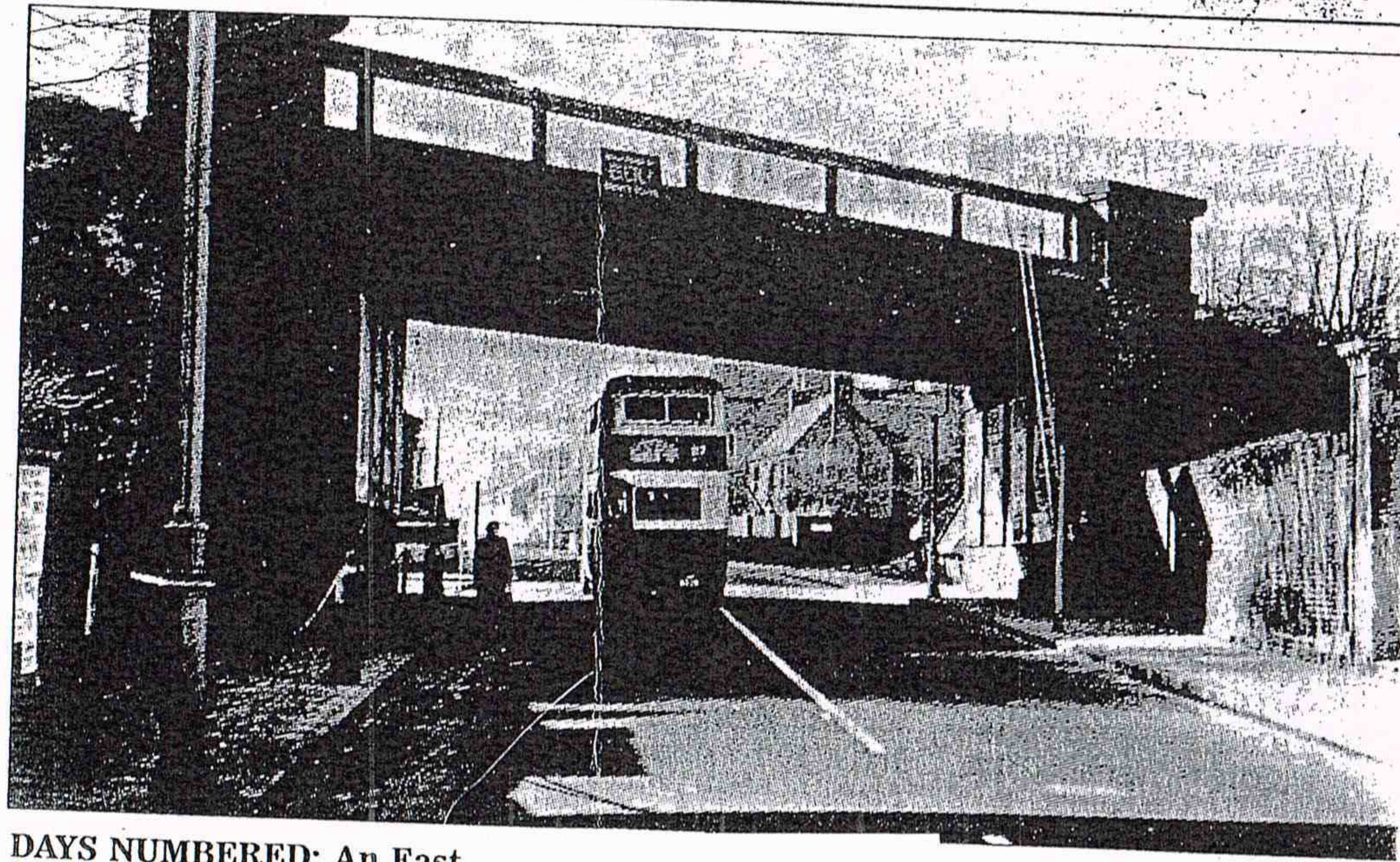
THE NORMAN CASTLE HOTEL stood adjacent to the Castle Keep in Castle Street; a view c. 1930. An advertisement for the hotel in 1936 stated that it had 'Electric Light and Fires Throughout' and 'Running Water in all Bedrooms'. Terms were stated as 'moderate'. The hotel seems to have stopped trading around the start of the last war. The Castle was built in the reign of William the Conqueror and its keep, the fifth largest in the country, was once used as a coal store by the local gas company.



A VIEW looking towards Pin Hill from Wincheap Green in the early 1960s. On the left can be seen the Man of Kent public house which stood on the corner of Worthgate Place. It closed in 1968 and was partly demolished to make way for the ring road, which also claimed the houses in Pin Hill. The public house, which was licensed in the latter part of the seventeenth century, stood close to the site of the Roman Worthgate.



*Wincheap, one of the few areas to remain free of disease during two outbreaks of cholera. (S)*



**DAYS NUMBERED:** An East Kent bus passes beneath Wincheap "number two" bridge, which was being prepared for demolition

**W**INCHEAP, the ancient city suburb on the main A28 to Ashford, is the subject of the old view which dates from March, 1955.

An East Kent bus on a city service to Thanington passes beneath Wincheap "number two" railway bridge, which is being prepared for demolition (the "number one" bridge, adjacent to Canterbury East Station, still survives today).

The Elham Valley line, carried by this bridge, had closed in 1947 after only 60 years of service.

The line had been lifted in the early 1950s and now the metal over-bridges were being removed.

Another railway bridge over the River Stour was being taken down at about the same time.

The buildings of Canterbury South Station, only a few hundred yards further to the east, survived until the late 1960s. They were near the entrance to the hospital's accident centre.

The railway embankments either side of the abutments to the Wincheap Street bridge would be dug out in the early 1960s and the soil used to form new embankments for the nearby ring road, the Rheims Way.

Houses subsequently appeared on the gap to the left and a car park on the right.

In the late 1960s Cow Lane (right) was widened in advance of the construction of Wincheap Industrial Estate.

Today there is nothing left to remind us that a railway line once crossed the road at this point although closer examination will reveal many remnants of the former line at various locations along its entire length.



**THE FIRST** photograph dates from about 1939 and features the Canterbury end of Wincheap Street, where it meets Station Road East, Wincheap Green and Castle Street.

The photographer, Ted Yeoman, is standing with his back towards St Andrew Presbyterian Church and is looking over at a row of houses owned by his father and uncle, Charles and George Yeoman.

At the time, C. & G. Yeoman were well-known transport, cartage contractors and furniture removers in Canterbury and the surrounding district.

No 1 Wincheap Street on the far right, a large Regency period house, is the residence of Mr Charles Yeoman. To its left is No 2, clearly the oldest house in the row and probably timber-framed, with an 18th century facade.

At the time, it was the home

of Miss Godden. Mr George Yeoman lived at No 3, a mid-Victorian three-storey house and an in-fill development (ie a house built in a gap between two existing properties).

Furthest left are Nos 4 and 5 Wincheap Street, a pair of early 19th century houses, the homes of Miss Merrer and Mr John Eyles respectively. Just visible on the left is the Station Hotel, run by Mr George Freeman.

Today, this is better known as the Man of Kent public house. Out of sight to the right is The Cedars, a large detached 18th century house, also owned by C. & G. Yeoman and used as their main office premises.

The Cedars and Nos 1 and 2 Wincheap Street were demolished in early 1963, to make way for Wincheap roundabout and The Rheims Way. No 3, which was to be retained, was also pulled down later the same year.



OUR old picture dates from the mid 1880s and was taken at the city end of Wincheap Street just right of the railway bridge.

The ancient properties seen here are number 1 to 5 Harris Almshouses, also known as numbers 116 to 120 Wincheap Street in the old numbering system.

The five cottages had been built in 1726 "for five poor families".

By the early 1920s, local haulage contractors C&G Yeoman had purchased the site and demolished the old cottages.

Later, they constructed a purpose-built depot on the site.

In due deference to the lost almshouses,

Yeomans repositioned the old number stones (one to five) in the facade of their new building where they can be seen to this day.

To the right of the Harris Almshouses are three early 19th century cottages at number 113 to 115 Wincheap Street.

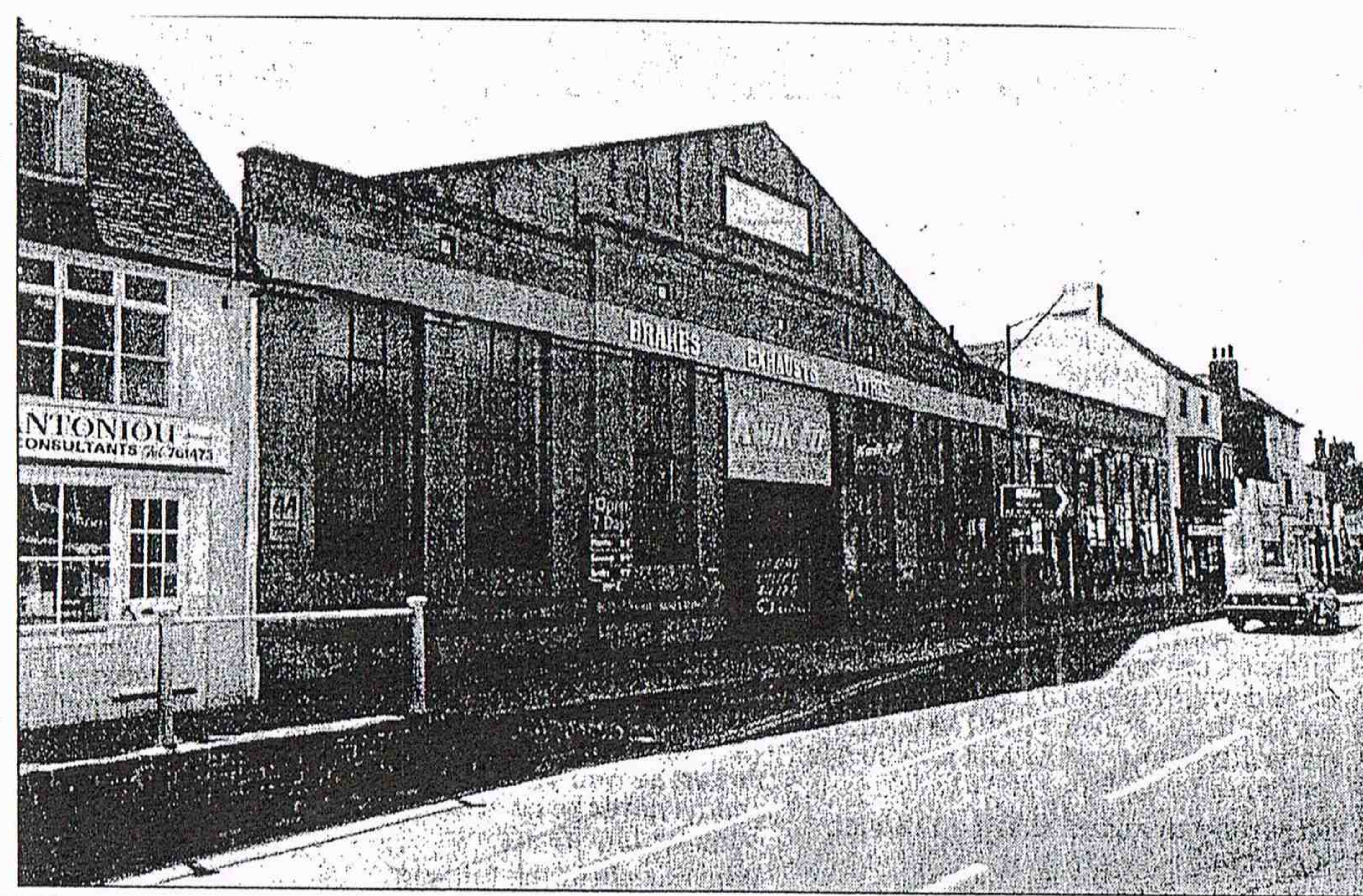
By the 1920s they had been renumbered 186 to 188.

In the early post-war years, these three properties were demolished to make way for an extension to the Yeoman premises.

In 1949, Yeomans was nationalised to become part of British Road Services.

Today, the depot has become a tyre and exhaust centre.

KG 4.3.99



15 4/5/99  
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