

The recent publication of the Egham Valley Railway books is an interesting study of one of the branch lines built in the nineteenth century; the Bridge station built in 1889 with Smith Carter bog and Bishopstone cost £911 for all three stations. There were six services a day for passengers only and it was quite possible "to have dinner at gables <sup>Restaurant</sup> at the Strand and catch the 8.55 from Charing Cross and be back at Bridge 2 hours later; the line was used also for the carriage of goods - sheep and lambs from the Lyneige Market - 5729 in one day in 1929, hops from Bourne Park and coal from Hansfield for pinrocks the coal merchants at Bridge.

Even Road chips for the main road from Wareton in 1921. There was the occasional through train with cricket bats from Deal and Folkestone and in the opposite direction soldiers joining their unit at Shorncliffe; Mrs Roosevelt came up the line in a special carriage loaned from the L.M.S. to address the Barham H.I. and Sir Winston Churchill paid a visit to Bishopstone Station in 1941 to inspect the 'Boche buster' gun (the same gun had destroyed Arras railway station in the first war) that was to fire on an invading army - there was even a spur built at Kingston in order that the gun could fire over Sandwich Bay. The building of the railway was not without difficulties: there were long legal wrangles with the various land lords through which the Railway was to be built with Lord Sodes at Bridge and Matthew Bell of Bourne Park; the latter was solved by building a 'cut and cover' tunnel in order that the guests should not see the train. The cost of the line was £27,000 per mile