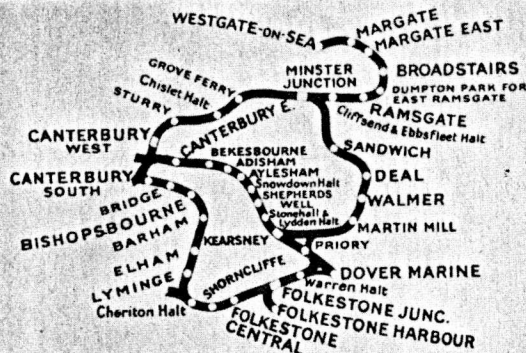


# SOUTHERN RAILWAY

*New!* 7-DAY *New!*  
SEASON TICKETS

10/6  
Third Class

Travel when - where - and  
as often as you like  
within the area shown

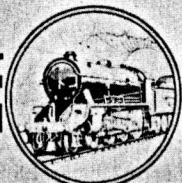


Obtainable on demand any day (from 1st June until September 30th, 1929), at any Station shown and available for seven days including date of issue.

For Holiday or Business Travel

WATERLOO STATION, S.E.I.

H. A. WALKER, General Manager





A view of the station from the old 'up' platform.

B. Highwood

## BRIDGE

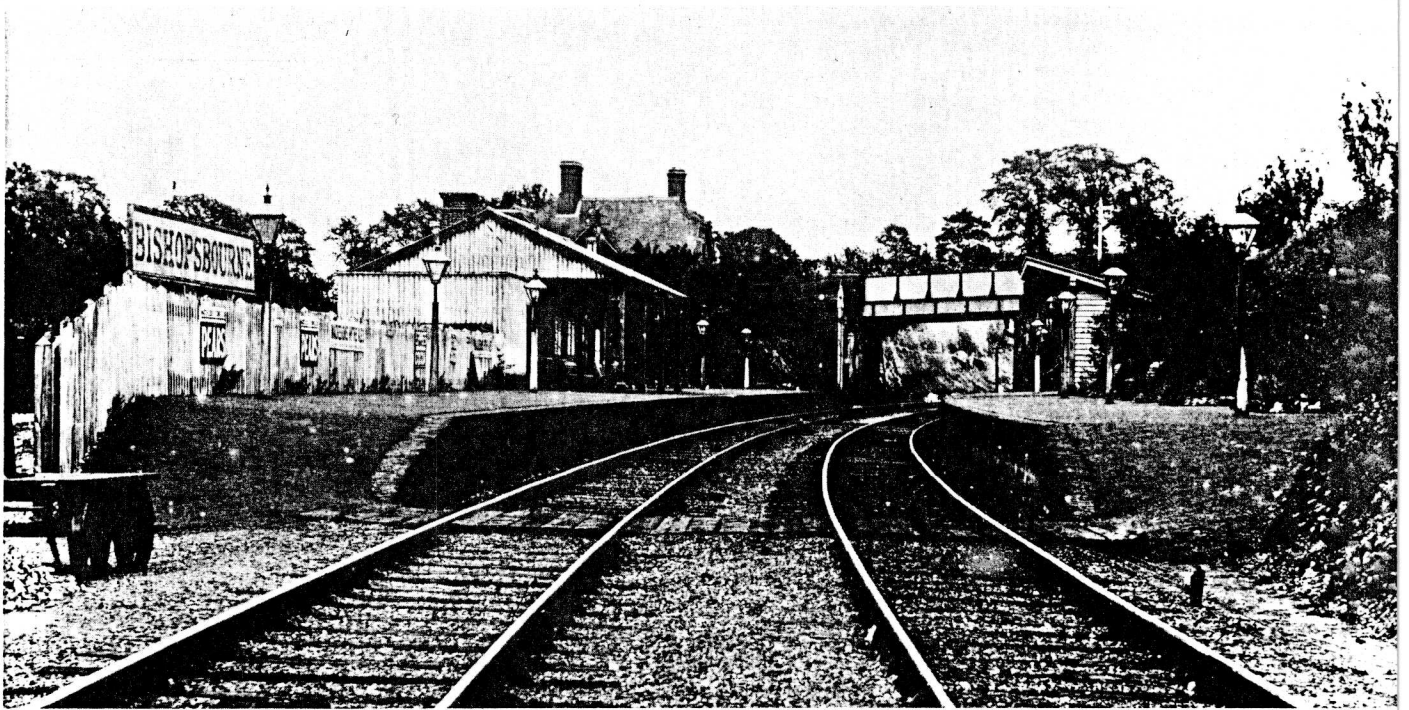
As with Canterbury South, Bridge escaped the attention of photographers before 1930 and the only surviving views give an impression of a deserted country station on a single line. In the happier days of the Elham Valley line, before the Great War, it may be assumed that the station saw a fair amount of traffic, although the passenger receipts were probably the lightest of all the stations. Goods traffic was, however, substantial and a number of surviving consignee cards give evidence of the considerable tonnage of coal and other materials arriving here. Passenger receipts dropped considerably from 1920 onwards and it must have been the loneliest station on the line.



Top left: The station cat in one of its odd haunts. Puss was the daughter of 'Minnie' the station cat at Penge, her father reputedly belonging to the Engineers Department! Left: The tits' nest in the letterbox. The enterprising blue tit managed to successfully raise a family of nine young ones despite the station cat! Above: Porter B. Highwood and his wife.

B. Highwood





Early days at Bishopsbourne in this view looking towards Barham.

R. W. Ayers

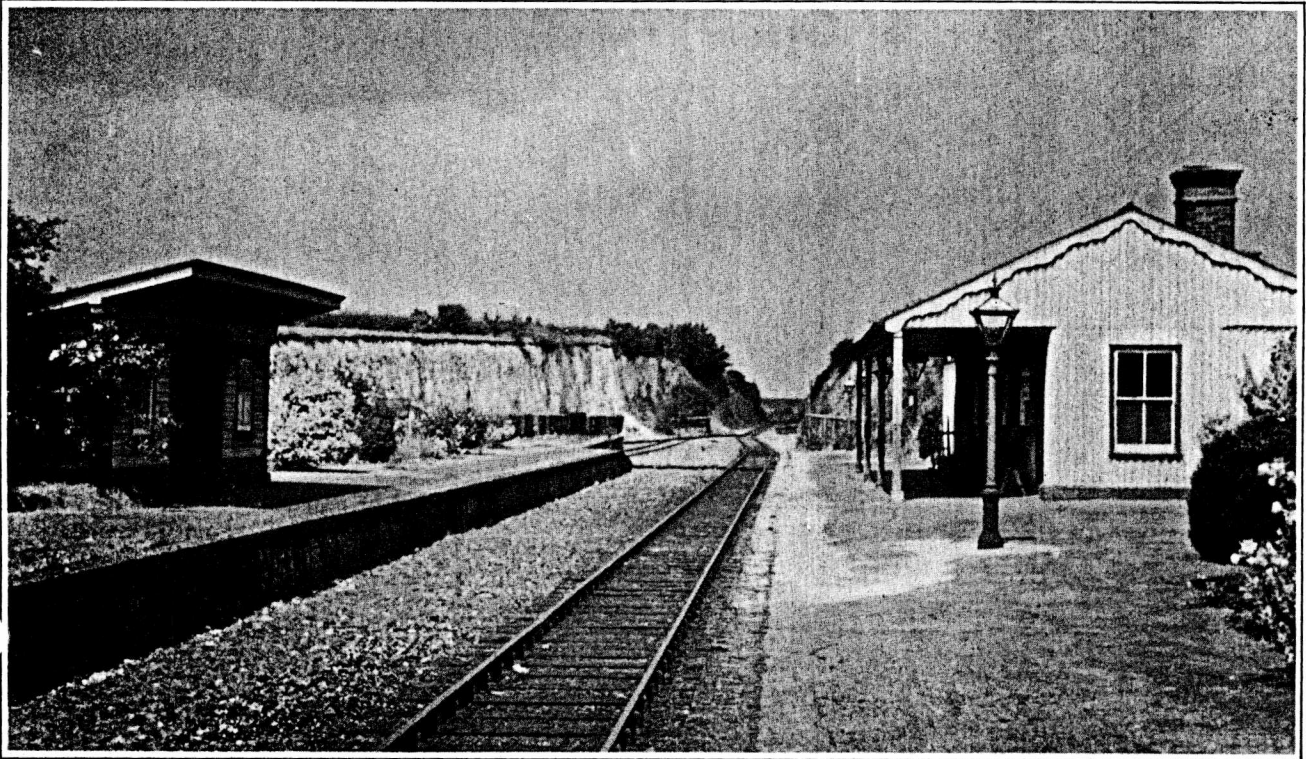
## BISHOPSBOURNE

As mentioned earlier, Bishopsbourne station was never planned by the South Eastern although surprisingly it justified its construction. The station was as pretty as the village itself and it was here in 1899 that a very young Eustace Missenden at the age of 13 began his career as office boy and ticket clerk at half-a-crown a week. He was so tiny that the signalman made him a little stool to stand on to enable him to reach the ticket office hatch. In later years he rose to become General Manager of the Southern Railway and was subsequently knighted for his services.



'C' class No. 1580 with the daily goods. Meanwhile Mother Nature reclaims the old 'up' platform.

D. Thompson

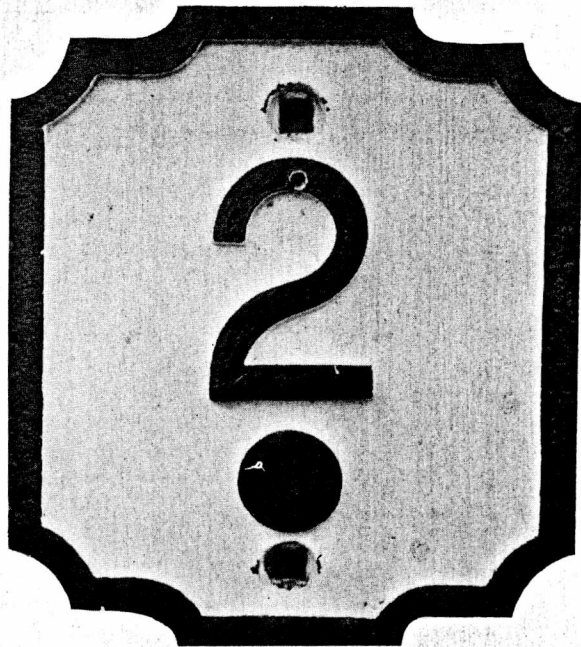


Bridge in 1936 with the single line slewed to the former 'up' line to accommodate access to the goods yard.

*D. Thompson*

Leaving the station, the climb was resumed to 1 in 77 and a footpath running alongside on the left crossed over the line beyond the goods yard on a very handsome iron footbridge (2041) and continued through the open fields to Nackington. Over the years, no doubt, many a tiny hand clutched the sooty ironwork here, breathlessly waiting for a train to appear on the horizon! Crossing over Nackington Road on a steel bridge (2042), the uphill gradient slackened to 1 in 183 and, curving gently southwards, the line left the embankment and entered a cutting which was spanned by Gutteridge bridge (2043), another very tall three-arch structure carrying a farm track. Clear of the cutting, the line ran onto a high embankment where to the left the traveller could catch a glimpse of the alley Watling Street (later the A2) and the trains on the LC & DR's Dover line beyond.

Entering another cutting, Bridge distant signal was passed immediately before bridge 2044 near Renville Farm and, once past bridge 2045, the line levelled out. With the surrounding countryside rising, the cutting deepened considerably and extended all the way to Bridge station. The goods yard on the right was hewn out of the chalk hillside, leaving a lasting white gash in the green fold of the land. The station, perched high in the hills, overlooked the village a mile away straddling the Roman road to Dover. Served in later years by the East Kent buses, the inhabitants must have been easily lured from the long



*SE & CR milepost from Bridge*



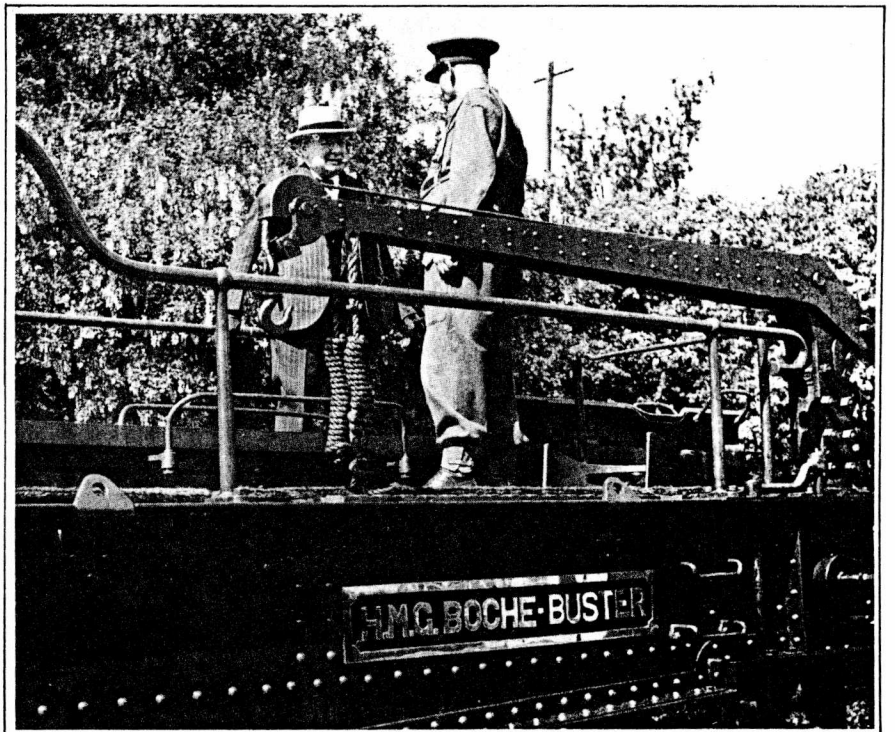


The gun, under canvas, being propelled through Bishopsbourne station on the occasion of its first firing near Kingston on 13th February 1941. *Imperial War Museum*

reversing, the gun could be aimed at Pegwell Bay near Ramsgate. Capable of hurling a 6 ft shell weighing  $1\frac{1}{4}$  tons some  $12\frac{1}{2}$  miles, it would have been sufficient to blast the coastline had the need arisen.

On the bright spring morning of 13th February 1941, the gun was pushed out of the tunnel by a WD diesel engine, through Bishopsbourne station to Kingston, where

it was fired for the first time sending several rounds into the English Channel. Although the villagers had been warned to open all their windows, considerable damage was caused by the shock waves which brought down a number of ceilings. Subsequent firings were carried out near World's Wonder bridge and at Lickpot bridge and it was on one of these trips that an officer in charge, on



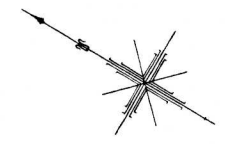
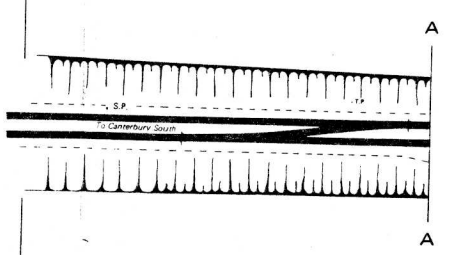
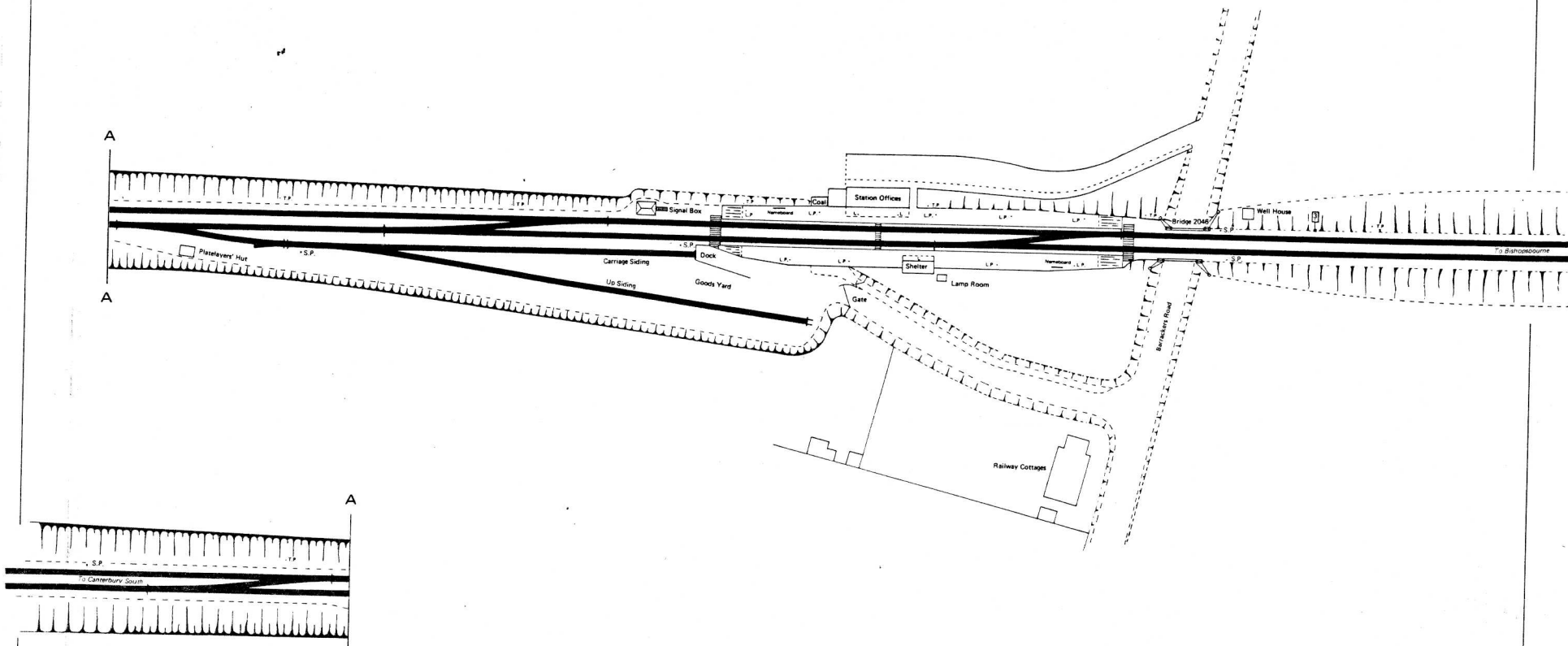
The Prime Minister, Winston Churchill, inspects the gun at Bishopsbourne on 20th June 1941. *Imperial War Museum*



The moment of detonation in Charlton cutting just north of Kingston. The tremendous force propelled the gun backwards, at the same time creating clouds of dust from the trackbed.  
*Imperial War Museum*



# BRIDGE



# SOUTHERN

## SOUTHERN RAILWAY

### CLOSING OF THE ELHAM VALLEY LINE

On and from 16th June, 1947, the train service over the Elham Valley Line will be withdrawn and the following stations will be closed to traffic:—

CANTERBURY SOUTH  
BRIDGE  
BISHOPSBOURNE  
BARHAM  
ELHAM  
LYMINGE

In addition Cheriton Halt will be closed as from the same date.

Goods traffic in less than truck loads and Parcels traffic hitherto sent to or from stations Canterbury South to Elham inclusive will be dealt with at Canterbury West and traffic previously sent to or from Lyminge will be dealt with at Shorncliffe

Waterloo Station,  
June, 1947

E. J. MISSENDEN,  
General Manager.



January 1919

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in the morning & afternoon  
at 10:00 & 4:00  
for the morning & afternoon

figures for 1919

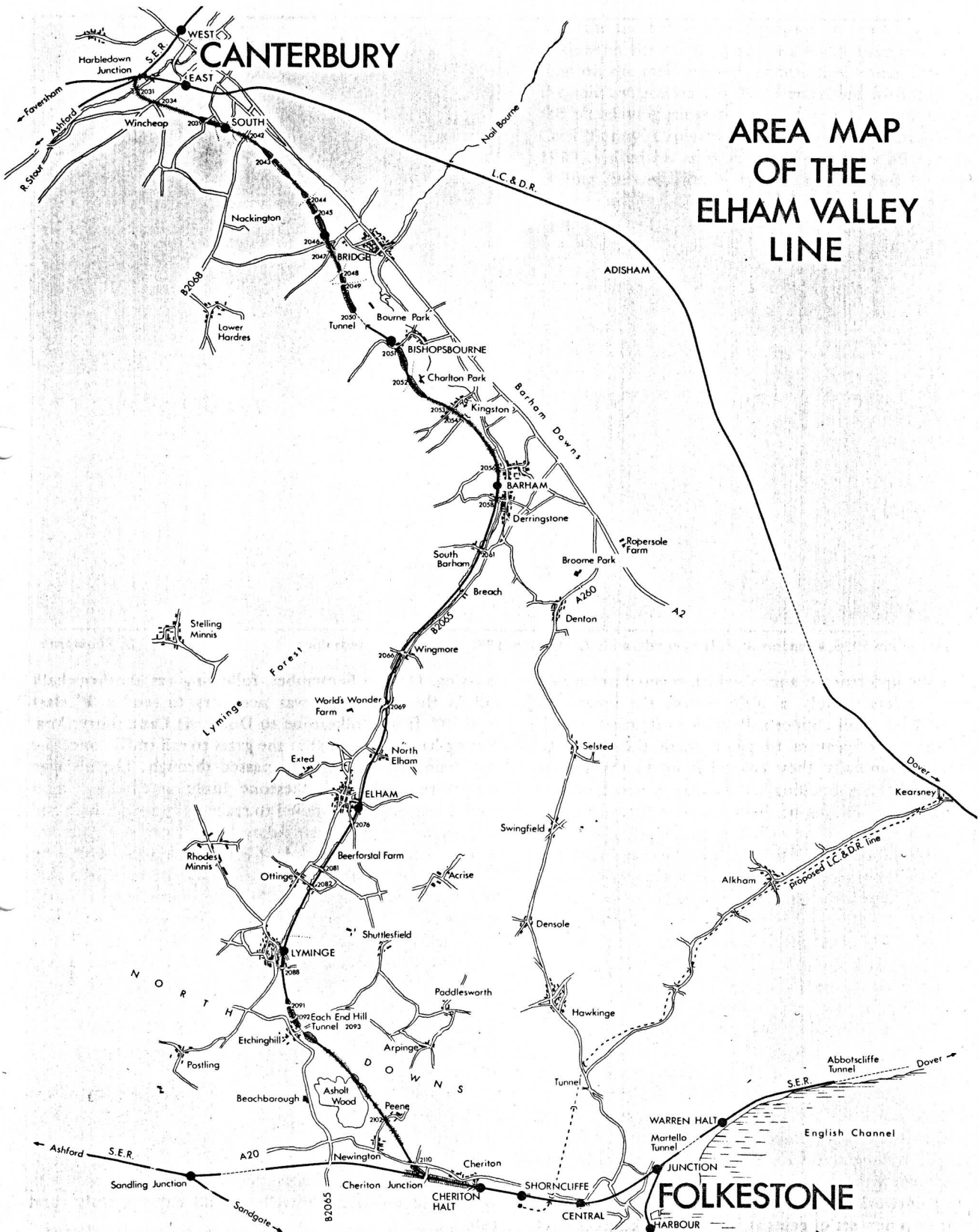
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figures for 1919  
figures for 1919

The Elham Valley line 1887-1947 by Brian Hall.

Kield Swen publications @ £2.95 published 1984.

# AREA MAP OF THE ELHAM VALLEY LINE



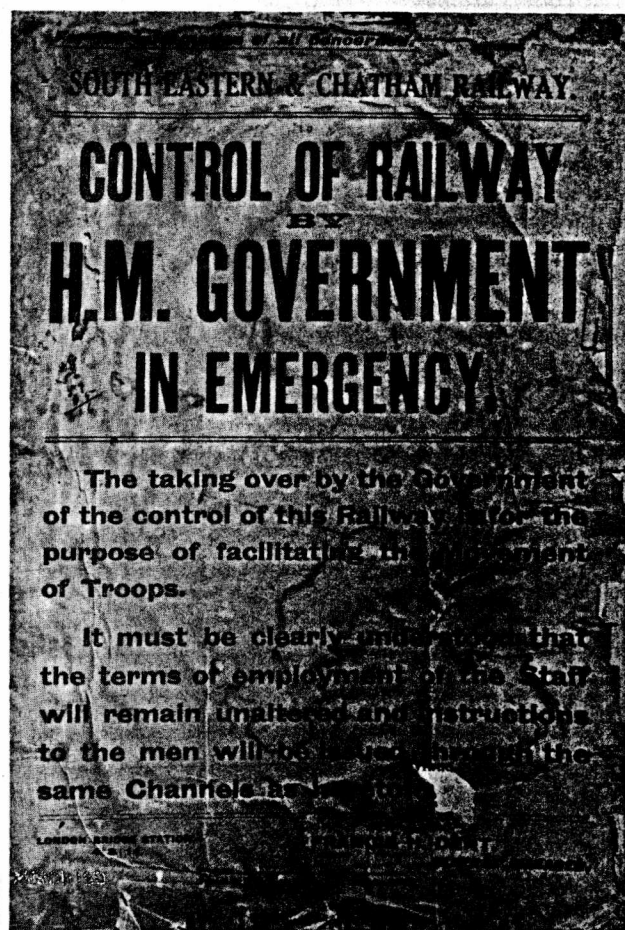


arms. A few minutes later a whistle would be heard in the north and ahead of steam at North Elham would herald the non-stop train. The steam and smoke accompanying it would waft through the station and only clear as the train disappeared under Lickpot bridge and away to Folkestone. Some twenty minutes later, the gate-keeper would emerge once more and a shrill whistle from the south would announce the approach of the diminutive railmotor bustling in from Lyminge, its arrival coinciding with the 'down' local from Barham which pulled into the 'down' platform at the same time. Once the local had left for Lyminge, the signalman would busy himself to allow the railmotor to shunt into the 'down' platform. At about 4.09 p.m. the gate-keeper would close the gates once more and the sound of the approaching 'non-stop' would drift in from the south. Bursting through Lickpot bridge, it would dash through the station and disappear towards Barham with a warning whistle for North Elham. Half an hour later the railmotor's whistle would echo back from the chalk hills as it announced its departure for Folkestone and, disappearing away southwards, the peace and stillness would return to this small Kent country station.

Towards the end of 1913 the SE & CR was faced with a shortage of locomotives which prompted them to approach other railway companies for the sale or loan of engines. Amongst those loaned by the Great Northern Railway were some class 'E1' 2-4-0s, three of which, Nos. 204B, 994 and 1067, were stationed at Ramsgate and regularly appeared on the 8.20 a.m. Margate Sands to Canterbury West via Minster, Dover and the Elham Valley Line.

The year 1914 marked the end of a chapter of a whole way of life that was to change with the outbreak of the First World War. Nothing would ever be quite the same again. Posters, dated 4th August 1914 pasted up at every station, gave notice that the railways from that day were under the charge of the government.

The initial effects were disruptions to the advertised services caused by troop movements through the channel ports of Folkestone and Dover. To facilitate greater flexibility at Cheriton, alterations were made at the junction to allow 'down' Elham Valley trains to cross to the 'down' main line, thereby allowing the single 'down' Elham Valley Line to be used as a siding from Cheriton to Shorncliffe. With the vast numbers of troops arriving at Shorncliffe, as well as the many thousands of Belgian refugees flooding into Folkestone, the strain on the SE & CR was such that



Old poster found in Bridge station loft giving notice of wartime control of railways. *Canterbury Library*

In a lighter vein, on Thursday, 2nd September 1915, the Royal Train pulled in to Lyminge station to be greeted by the Commanding Officers of the Shorncliffe and Canadian Divisions. Alighting from the train, King George the Fifth, accompanied by Lord Kitchener, who resided at nearby Broome Park, mounted their waiting horses and rode along Station Road which was lined with cheering villagers, through Etchinghill to Beachborough Park where they reviewed the troops. Later they rode through Cheriton to Shorncliffe where the King boarded the waiting train which had travelled down during the day from Lyminge in readiness for the return journey to