

KENT HERALD  
MAY 30<sup>th</sup> 1972



The Bridge demonstration yesterday (Monday) demanding a ban on lorries over 10 tons, was held outside the shop of Mr. Colin Lewis, which was wrecked in Friday's crash.



The ornaments were glued to the mantelpiece. The children couldn't go out alone. You might even wake up and find the wall of your house gone. The village of Bridge was caught in the grip of the juggernauts—until the people began to fight back. Douglas Keay reports

**T**WO minutes is all it takes to drive through the village of Bridge. You go down a hill, past some houses, up a hill on the other side and out. It's like a thousand other villages in Britain, places people pass through, places with nothing to stop for.

But Bridge is different if you have the bad luck to live there, because Bridge is on the A2 London to Dover road—the main route to and from Europe and the Common Market. Bridge is a juggernaut village, the worst in Britain.

At any time of the day or night a car, van, or motor-cycle goes along the High Street *every four*

*seconds*, a juggernaut, probably with a trailer, rumbles through *every 46 seconds*.

The road is 17 ft. 6 in. wide. Juggernauts are eight feet wide. Two of them passing one another leave a maximum 18 in. clearance and in places the pavement in Bridge's High Street is only 18 in. wide.

I stood in the High Street with my back against the front door of a house looking directly in front of me to the butcher's shop across the road. In a moment the view was blotted out by the first juggernaut. From then on an almost continuous wall of thudding steel and monster wheels

## HOW THE VILLAGERS CONQUERED THE MONSTERS OF BRIDGE

## THE MONSTERS OF BRIDGE

Continued from page 43

in the traffic so that she could be heard above the din. I noticed her hands were clenching and unclenching. Both she and her husband periodically passed a hand across their brows. I asked if their health had deteriorated. Mrs. Milton answered: "We're more tense than we used to be."

"You get headaches don't you?" said John.

Mrs. Milton dabbed her forehead and nodded. "It's this awful vibration whenever a juggernaut goes past."

### Pointless and dangerous to talk on the doorstep

"It never stops," said Mr. Milton. "There's a particularly noisy one that comes through shortly after one in the morning. We can never get to sleep till that's gone through."

"How much sleep do you get?" I asked.

"About three hours," said Mr. Milton. "See those ornaments on that shelf? First thing we do every morning when we come down is move them to the back of the shelf. Otherwise they'd fall off in an hour or two. It's the vibration. It takes 24 hours for them to move from the back of the shelf to the front."

In a house up the road, Mr. Milton assured me, the occupants have glued their ornaments to the mantelpiece.

One of the few things the Miltons can be thankful for is that they don't have young children to worry about—except when their grandchildren come to stay. On the other side of the High Street live Selwyn and Sheila Lewis and their three children. The eldest, Andrew, is 10 and the youngest, Wendy, is not yet three.

When Sheila answered my knock she held the door open hardly more than a crack, and with her other hand automatically restrained an inquisitive Wendy. It was pointless—and dangerous—trying to talk on the doorstep. The first thing everybody on Bridge's main street says is: "Come in out of the noise."

Sheila Lewis and her husband chose to live in Bridge rather than in Dover, where Mr. Lewis teaches, partly because—hardly surprisingly—houses are cheaper in Bridge. Even so, that was a few years ago. Today it's almost impossible to sell a house on the main road, whatever the price.

The Lewises are determined to hold out until the promised by-pass gets built, in 18 months at the earliest. But in the meantime the strain on Sheila Lewis is more than many mothers could bear.

"Every time Andrew goes out alone I'm a bag of nerves until I see him back safely inside the door. You can't keep a boy of 10 cooped up in the house and you

can't accompany him every time he goes out."

When Andrew stands on the kerb waiting to cross the road he looks right, left and right again, but in addition he has been taught to look for juggernauts approaching from opposite directions and to judge where they will pass one another. If it's anywhere near where he's standing, he must flatten himself against the wall for safety.

When Sheila Lewis goes shopping with her other two children she has to steer a push-chair and make sure her seven-year-old daughter is hugging the wall behind her. There is just not room for them to walk side by side. Even then she can only hope that she will reach a wider stretch of the pavement before a juggernaut belches diesel fumes from its exhaust at eye level to Wendy in the push-chair.

Remarkably, the accident rate in Bridge is not much different from anywhere else with a similar volume of traffic. But when the crashes come, they are nearly always serious and often they are sensational.

Colin and Bertha Lewis—no relation to Sheila and Selwyn—were sleeping in a front bedroom above their shop when a monster lorry tore the front wall away, leaving the Lewises balanced precariously 20 feet above the main street of Bridge.

Their teenage daughter, Angela, was in the bedroom next door. "I woke up and felt something pushing in on me," she said. "I looked up, and could see right out into the street. The whole wall had vanished, and this lorry was in my bedroom."

The accident killed the lorry-driver. Angela was injured in the arm and to this day, nearly three years later, both she and her parents suffer from the after effects of shock. Angela now attends a school away from the village, returning to Bridge only at the weekends.

### 'We dreaded something like this would happen'

The Lewises' home and business is still boarded up and empty while they live in a cottage in a side street. Mr. Lewis works part-time as a baker's roundsman and his wife is employed as a seamstress in a local hospital. They go out of their way to avoid crossing the High Street.

"We had been dreading for years that something like this would happen," Mr. Lewis told me. "In one moment our home and our business were in ruins."

Over the years, as life in their village has become more and more unbearable, the people of Bridge have fought back, and they're still fighting. The day after the Lewises' home was destroyed, 400 villagers staged a sit-down in the High Street.

The man behind the fight for a by-pass round Bridge and a

Please turn to next page



## ALL SET FOR SUMMER

Soft curls, not too crimped, not too flyaway, are making headlines for summer, says Diana Day.

Curly styles look very pretty with light summer clothes, and although hot weather means more frequent washing, at least styles stay in longer on dry, hot days.

You can do the short curly style, above, or go for a variation if you prefer to wear yours longer. It can either be one length (this one is), or layered.

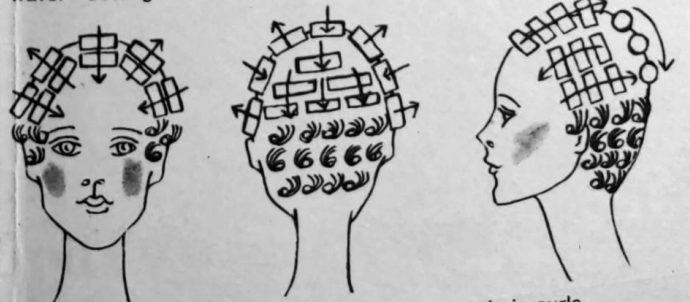
It helps if your hair has natural kinks in it so naturally straight hair would need a light body wave on a layered cut.

**How to Set:** choose medium rollers if you want about this much curl, smaller ones if you'd like more curl or if your hair is naturally straight and hasn't got a body wave. Setting lotion is optional.

The secret of the fluffy look is in reverse rolling. That means putting each row of rollers in the opposite direction to the row before (see diagrams). Use pinclips on shorter back and side hair for extra curliness.

**Brushing Out:** Brush out in exactly the same direction as you placed rollers. If your aim is to have a lot of curl, run fingers through instead of brushing. Lacquer isn't necessary, but if you want some, use a light one like Miss Breck Normal Hold Hairspray.

The style above was created for Woman's Own by Donald of Glemby International. Donald is based in Fenwicks, Bond Street, London W1, but for a complete list of Glemby Salons, send an s.a.e. to Diana Day, 68 Long Acre, London WC2.



For the fluffy look: reverse rolling and pin curls



grazed so close to me that I could smell tyre-rubber burning, I could see the smallest scratch on a muddy hubcap.

After three minutes I had taken all I could bear. So what can it possibly be like for those who have to *live* in a juggernaut village?

John Milton had been painting the outside of his house a bright orange. It was worse than useless, and he knew it. The paint had no chance to dry before it was sprayed with grit kicked up by the lorries. Mr. Milton's effort was more of a morale-booster than anything else, a sort of Dunkirk defiance of the juggernauts. But at least from a distance, the

woodwork looked more cheerful. "I got so mad with them belting past me all the time I was on the point of hurling the paint pot at them," he said.

### Muck reaches the bedroom window

Mr. Milton was forced to do the painting himself. No professional decorator would risk putting up his ladder. "They'll do the back of the house, but not the front."

"Same with window-cleaners," said his wife Ann. "Not that there's much point in cleaning windows on this road. They get dirty again in a minute. On a wet

day the muck shot up by the lorries reaches as high as our bedroom window."

We talked in the living room. Mr. and Mrs. Milton's chairs were as far as possible from the front window. The juggernauts pass within 18 inches of the house—closer sometimes if they have a heavy load that is slipping slightly.

Like everyone else living in the High Street they go in perpetual fear of a lorry crashing through the wall into their front room—as one indeed did down the road. But what really annoys Mr. and Mrs. Milton is the unknown early morning lorry driver's mate, who periodically leans out of his cab

and calmly lifts the Milton's pint of milk from a holder on the wall without even slowing down.

As recently as 10 years ago, when the Miltons came to Bridge "for a bit of peace and quiet", the village saw less than half the volume of traffic it suffers now. "It was a place where you could stand in the street and have a chat with a friend," said Mrs. Milton. "Nowadays I have to pluck up courage just to step out of my front door. You can call this a dead village," said Mr. Milton, "because that's what it's become."

His wife waited patiently for a slight lull (*Please turn to page 45*)

## THE MONSTERS OF BRIDGE

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stricter control of juggernauts is John Purchase, a mild-spoken man who took his wife and five children to live in Bridge 14 years ago because mortgages were easier to get there, and because "Bridge in those days really was a very pleasant, quiet place to live. You had no trouble at all crossing the High Street."

About two years after he moved into the former vicarage on Bridge's High Street—"our living-room window was only two and a half feet from the carriageway"—John Purchase began noticing an increase in traffic, a creeping-up in the number of lorries and cars hurtling down the hill and past his house.

In 1963 an old man from a geriatric hospital just behind John's house went to buy tobacco in the local shop, stepped out into the road and was killed.

John wrote to the Ministry of Transport, as it then was, complaining about the heavy traffic and asking when a by-pass was

going to be built. The reply was "a typical fobbing-off which got us nowhere." And at that point he might have let matters rest.

But when it comes to getting things done—for the benefit of the community and not only for himself—John Purchase is the kind of person who positively enjoys squaring up to authority. He possesses two qualities essential to any campaigner: inexhaustible tenacity and a talent to stir up action.

For almost 11 years he has been planning and directing Bridge's fight for a quieter, healthier, safer way of life. At first he was on his own, then he was joined by Brian Lewis (again no relation to the other Lewises in the village) who organised a protest march down the High Street and was so determined to see the struggle through to victory that he repeatedly put off marrying his fiancée until the job was done.

In common with most protest movements, the first step was a petition for a by-pass. It was signed by 564 people out of a village population at that time of 897. A public meeting was called and a committee was formed, with

John as chairman and Brian as secretary.

John kept on writing letters, but seemingly to no avail. "After a year the only tangible result was that a firm of bridge builders had sent a representative to show us how a bridge could be built over the village!"

The following year the committee organised two more Sunday demonstrations in the street, but then there was a lull until 1969.

### Mostly it is a twisting, narrow, nightmarish road

It was after the M2 was opened in 1963, and the monster lorries began to roll on and off the cross-Channel ferries at Dover that the campaign began to gain real momentum.

Forty miles of motorway and dual carriageway run from London to eight miles north of Canterbury. The rest of the route to and from Dover—22 miles—can boast only three miles of dual carriageway altogether. Mostly it is a twisting, narrow, nightmarish road—with Bridge half-way along it.

With our entry into the Common Market the number of TIR lorries

using the road increased almost daily. The letters TIR on the front and back of a vehicle stand for *Trans International Routiers* and signify that the contents have been checked by Customs and the doors sealed after loading. TIR has nothing to do with the size of a vehicle, but to most people who live along the A2 the letters stand for juggernaut.

As the number of juggernauts increased and John Purchase's battle with the Department of the Environment developed, he suspected the men from the Ministry were falling back on a well-known device: a bombardment of statistics. He and Brian Lewis decided to take them at their own game.

Villagers were organised into teams and for four days and nights they took turns standing in the street counting the number of vehicles going by. Because Ministry statisticians deal in PCUs (Passenger Carrying Units) and not simply in numbers of vehicles, the figures had to be broken down—3 PCUs for a juggernaut,  $\frac{1}{2}$  PCU for a bicycle—before a final figure could be arrived at.

This showed that 20,502 PCUs went through Bridge every 24



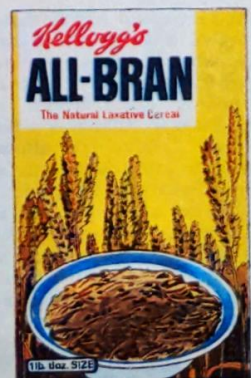
## Can you slim without being constipated?

Most slimming diets involve cutting out high-calorie foods. This may be all right by your scales, but is far from fair to your digestive system. Why? Because it soon misses the roughage supplied by some of the foods you've stopped eating.

Without this vegetable fibre element, your intestinal muscles have nothing to grip. Next thing, 'wastage' accumulates; followed by the lacklustre blight of constipation.

But All-Bran can soon restore the missing roughage; quickly and easily. This low-calorie cereal, made from the outer husk of wheat grain, gives your body all the coarse fibre necessary to keep you 'regular' and to reduce the risk of more serious internal disorders.

So—for the sake of your system—make All-Bran part of your diet. Or you may like Bran Buds better: they're sweeter with a crisp, fine texture, almost as low in calories, and just as effective as All-Bran.



## The Natural Answer.



Pictures by Alan Meek

hours—over twice the amount the road was designed to take.

In another survey where 398 householders were questioned, John Purchase and his team were able to show that "95 per cent expressed concern over personal safety in Bridge High Street; 73 per cent felt so strongly about it they were prepared to demonstrate publicly by sitting in the roadway and breaking the law; and 62 per cent at that time had already participated in demonstrations.

Like some wartime general recalling the tactics of a particular battle, John gives a wry smile: "You have to show these Ministry chappies you know what you're talking about."

No opportunity has been missed. On occasions even gimmickry has been employed to make the villagers' demonstrations more effective. At one protest meeting a chair was left empty except for a sign reading: "The man from the Ministry." Another time, while police were trying to remove demonstrators sitting in the road, one protestor swallowed a harmless pill and announced he had a heart condition and must remain seated for

15 minutes after taking the pill. Both incidents were aimed at ensuring publicity for the cause.

A few lorry drivers are openly hostile to the villagers and the sit-down demonstrations, but most of them, John Purchase believes, are in sympathy. After one appeal by the committee for funds, a group of delivery drivers from Fords even organised a whip-round to collect money for Bridge's campaign.

"We have no quarrel with the drivers," said John Purchase. "They are only doing their job. It is the owners who allow overloaded and potentially dangerous vehicles on to the road that we are fighting."

Month after month, John Purchase and Brian Lewis between them have spent, on average, 20 hours a week fighting the Battle of Bridge. At times their wives have thought the struggle has become an obsession.

Mrs. Purchase told me: "Sometimes I've wished my husband would leave off for just a while and take an interest in something else—like decorating the house. But when you live in a village with these

too glad someone is trying to do something about it."

About 18 months ago Mrs. Purchase suffered a stroke which her husband blames largely on the tension of living on the main street. The family has since moved to a quieter area—"even though we had to drop £10,000 on the potential price of our house in order to find a buyer."

But what about those remaining in the High Street, the families living in the 50 houses that front straight on to the traffic?

Last autumn, 10 years after the battle started, the Government announced that Bridge was at last to have a by-pass. And this month the bulldozers actually move in. But it will be at least 18 months before the by-pass is built and the traffic routed away from Bridge.

#### They will have to continue to fight

In the meantime the number of juggernauts barging through Bridge will increase. So John Purchase and his friends are continuing their battle to bar even bigger lorries, to ensure a closer check on mechanical safety of

juggernauts from the Continent, and to urge a system whereby heavy lorries have depots near big towns, where goods can be transferred to smaller lorries for delivery to the shops.

They are wary of what may happen if the plans for the Channel Tunnel are actually put into operation. They have too much experience of bureaucracy to trust that any promises to protect the ordinary person will be carried out unless the people themselves make it their business to prompt the bureaucracy.

They believe they will have to continue to fight for a way of life that is, at least, tolerable. And in fighting for themselves they believe they are setting an example to all those people who fear that in the face of authority they are powerless.

As John Purchase says: "You don't need to be violent or an anarchist to save what you believe is worth saving—but you do need to get together with your neighbours and fight."

**NEXT WEEK: How the villagers of Otmoor held back the waters of a reservoir.**

# Sovereign

## Benson and Hedges quality with gifts.

What cigarette could offer you more?

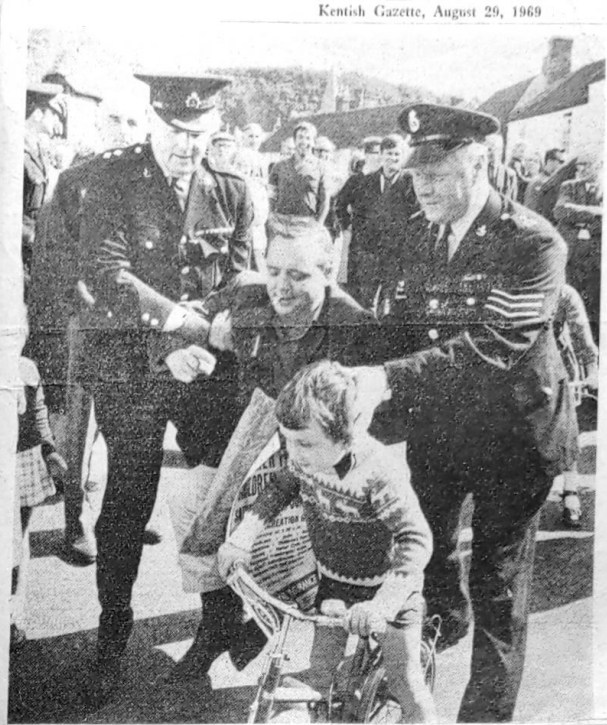


EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

ed in Friday's edition



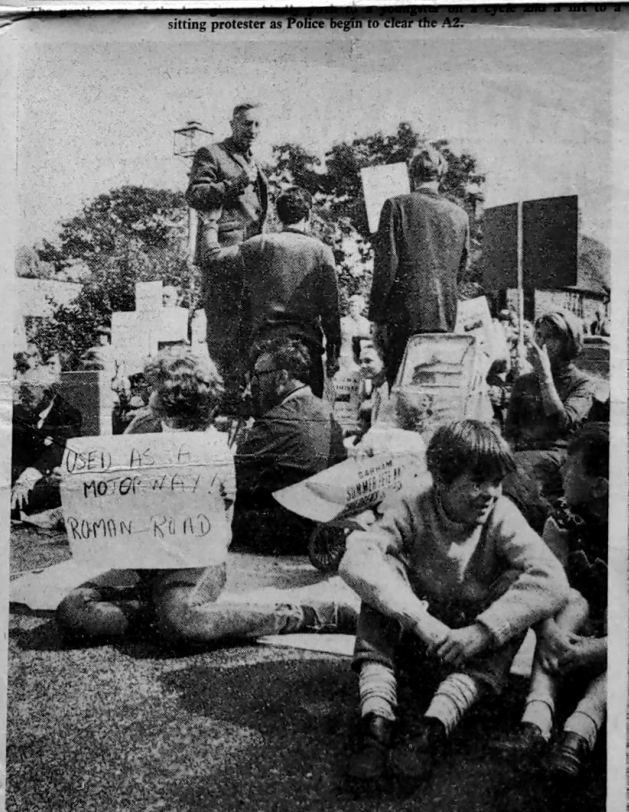
pector Charles Baldwin, in charge of the country district around Canterbury, warns the sit-down protesters at Bridge on Sunday that the demonstration must end.



sitting protester as Police begin to clear the A2.



Cllr. Ross sips water to take a pill for his heart trouble and tells Police he cannot be moved for 10 minutes.



Leader of the protest, farmer Cllr. Alfred Ross, addresses the 100 - plus villagers from Bridge and Boughton.



Side by side... the giants

# A dog has his day as village beats juggernauts



A dog sits alone as peace returns to Bridge High Street

By Michael O'Flaherty

A DOG lazes in a village high street where once no one dared to tread.

And nearby jubilant villagers drank a toast to their great victory . . . over the juggernauts.

Peace returned at last to Bridge, Kent, where until yesterday buildings shook and people died as giant lorries almost stuck side by side in the narrow streets.

The opening of a by-pass climaxed a 14-year campaign.

It was 4.54 p.m. by the clock of the Norman church as the last juggernaut trundled through.

## Laughter

The locals dashed out of the 250-year-old Plough and Harrow — granted an extension for the occasion — and stood cheering on the pavement.

The laughing Polish lorry driver was given a pint of beer before he drove off.

And suddenly there was silence.

All along the street, only

17ft. 6in. at its narrowest, a golden silence as bunting and Union Jacks fluttered gently.

"Fantastic," said 32-year-old Brian Lewis, whose father was killed by a lorry . . . "just fantastic."

A snip of the scissors on a piece of tape by Transport Minister John Gilbert formerly opened the by-pass of the A2 London-Dover road.

Then Mr. Lewis and fellow campaigner Mr. John Purchase, 51, recalled the battle that began when 66-year-old George Smith was killed by a van in January 1962.

They recalled how they and other villagers laid down in the street in protest, and hired a coffin for a mock funeral.



**A2 GROUP** invite all residents of Boughton, Harbledown, Canterbury, Bridge, Lydden and Temple Ewell to:

# **BRIDGE SIT- DOWN and RALLY**

Saturday October 21st 1972 at 3p.m.  
by Rogers Garage, Bridge High Street,  
where the road is only 18 foot wide

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*The Ministry Refuse to act over the problem.  
make your view known by coming  
Bring your banners explaining your A2 Problem  
BUT PLEASE CO-OPERATE WITH THE ORGANISERS*

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**Parking: Along Bishopsbourne Road, and in  
Bridge Country Club**



*Friday May 26th. 1972*

How much longer will the Ministry of Transport ignore this hopelessly inadequate so-called Trunk road, which has to carry nearly 90% of the heavy goods vehicles to and from Dover - the busiest freight and passenger port in the whole of Great Britain? Exactly the sort of dreadful accident so long anticipated occurred in Bridge High Street at 3.00 a.m. this morning when a TIR meat lorry ploughed into the shop of Mr. and Mrs. C. Lewis, instantly wrecking their home and their livelihood. Their 15 year old daughter, Angela, escaped death by a miracle. The driver of the TIR was killed.

For how much longer must village streets be used as motorways, and how many more people must be killed before authorities accept responsibility? Motorways are being built all over the country; why not here in the South East of Kent? Next January we enter the Common Market; what price the A2 then?

Public opinion can alter cases. This has been proved. Demand action now! Start by demanding that all TIR vehicles should be banned from the A2 until it is made totally adequate. Help your Member of Parliament to help you, by writing to him - today. If you, and you, don't push nothing will happen, except accidents.

Write to: Mr. David Crouch, M.P., House of Commons, London, SW1  
and The Minister of Transport Industries, St. Christopher  
House, Southwark Street, London, SE1  
and keep on writing!

## AT PEACE

NOW that peace has returned to Bridge, it is interesting to take this look back to 1935 before the juggernauts roared through the village.

The picture has been loaned to me by Mrs Joan Monk, of 55 Nursery Lane, Whitfield, who says the man in the photograph is Mr Richards, who was then the village baker and grocer.

Mrs Monk adds: "Strangely, although it looks so peaceful, quite a few people, mainly children, were run over by the then increasing traffic. I lived in the High Street in Gordon House and remember my parents were very concerned with all the buses and the danger of crossing the road."



A peaceful scene in Bridge High Street in 1935. Although there are no cars or lorries in sight, the village was already beginning to have its traffic headaches.

Valuable

After 14 years . . .

# THE BATTLE OF BRIDGE IS OVER

THE battle of Bridge ended on Tuesday. The barely audible snip of a pair of scissors silenced the deafening roar of juggernauts and brought to an end the traffic nightmare that has plagued villagers for years. Wielded by the Minister of Transport, Dr John Gilbert, the scissors sliced through a length of tape to signal the opening of the long fought for by-pass.

As the whole village breathed a sigh of relief, Dr Gilbert admitted that as he had travelled along the old A2 he was unable to believe the country still had roads like it.

It was not only villagers who welcomed the new road. The drivers of the TIR giants who had to thread their way through the narrow main street were also thankful.

As the opening ceremony reached its climax many in the audience were remembering the lorries that never completed the, tortuous trip through the village, but instead embedded them in village shops and houses, leaving death and injury in their wake.

All that came to an end shortly after 3 pm, when Dr Gilbert officially opened the new £3½ million road before an audience of villagers, councillors and contractors.

Bridge Primary School was given the day off for the event and the village was decorated with flags. Drivers entering the High Street were faced with a sign from the A2 Group campaigners: "Bridge's last TIR. You know it makes sense."

One placard said it all. It was tied to the tail of a 32-year-old pony, Dandy, and bore the simple message: "Farewell TIR."

Dandy was taken to the opening by Mrs Angela Bartlett, of Grove Cottage, Bishopstourne. She said: "When I was five or six, I used to ride through Bridge and I have brought Dandy here to celebrate, because now I can let children ride through the village again."

## THE ROAD

Among guests at the ceremony were members of Kent County Council and Canterbury City Council, including the Mayor, Cllr Ian Fowler. Leading campaigners for the road, Mr John Furchess, Mr Brian Lewis and Canterbury's MP, Mr David Crouch, were also there.

The new road has 2½ miles of dual carriageway and the work also took in 1¼ miles of improvements to the A2.

Dr Gilbert was pleased to share villagers' relief. Opening the by-pass, he said: "I was a little short of incredulous when, on my way here, we came off the dual-carriageway of the A2 and found we still had roads of that quality. I couldn't believe it."

Despite public spending cuts, the Government was still determined to continue developing a road building programme. By 1990, there would be a high standard road system which, with traffic figure expectations, should last into the next century.

"This country depends on roads for transport and road traffic in the wrong place can be a nightmare to live with."

Dr Gilbert said he received letters from businessmen asking him to improve roads and the public also had much to gain from improvements.

The Government also tried to help those who suffered and there were over 130 by-passes in the road programme and other roads with a by-pass

## City by-pass to cost £9 million

Canterbury's by-pass - at a cost of £9½ million - will be more expensive than some motorways. It has been revealed by the Department of the Environment. News of the bill - meaning the road will cost more than £2 million a mile - was given at a three-day exhibition staged by the department to explain the road plans.

The 4.2 mile dual-carriageway road taking traffic away from the city centre was explained with diagrams and maps at the exhibition at the Cooper Centre. Work is expected to start in 1978.

Before the exhibition opened on Friday, a group of about 35 councillors, representing Canterbury City Council, Kent County Council and parish councils, had a private meeting with department officials and engineers who explained the proposals, giving details of the proposed road.

Among visitors on Saturday was Canterbury's MP, Mr David Crouch, who praised the exhibition for staging the exhibition and giving the

public the chance to speak with experts.

"It is a form of open government and joint consultation which I welcome," he said. He also pointed out the department had invited objections and criticisms.

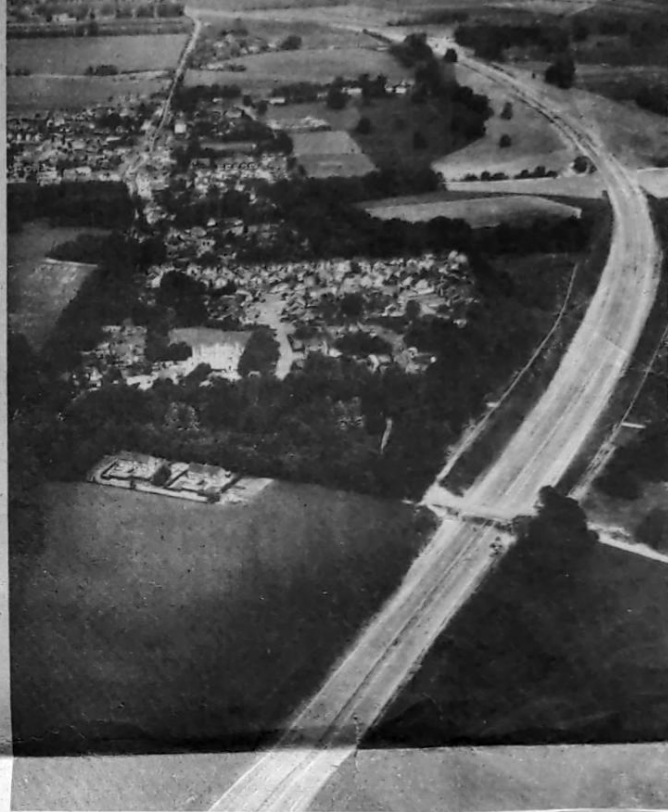
These have to be sent to the department by September 17, or Mr Crouch said, people could tell him and he would take the matter up with the Transport Minister.

He continued: "I think the plan looks a good one. I am thankful they have cut out viaducts and gone for cuttings which will be so much better for our open countryside."

"The by-pass will be a great boon to all those who want to see Canterbury preserved as one of the greatest historic cities."

Mr Crouch was also pleased that a generous allowance had been made for access to the new road.

"It is a generous by-pass and will cost over £2 million a mile which is higher than the cost of many motorways. Now I hope for full speed ahead and get it built," he added.



A bird's eye view of Bridge's £3½ million by-pass which opened after a 14-year campaign on Tuesday. The dual carriageway road, completed two months ahead of schedule, will mean a return to the old, peaceful way of life for villagers.



Nineteen-year-old Angela Lewis, who has first-hand experience of the juggernaut terror in Bridge, happy on the by-pass.

## Angela welcomes new road

One of the happiest villagers watching the by-pass opening was 19-year-old Angela Lewis, who has vivid memories of the juggernaut terror.

It was in the early hours of May 26, 1972, that Angela was thrown from her bed as a heavily-laden juggernaut ripped through the front of her parents' grocery shop in Bridge High Street.

As dawn broke that morning, the full horror of the accident could be seen. The lorry driver, killed outright, was still trapped in his cab, which in turn was supporting the wrecked front of the building.

In one night, the Lewis family lost their livelihood and their home - victims of the A2 TIR terror. Ironically, Angela has been working as a secretary at the Kent County Council by-pass site office and after Tuesday's opening, she met the Transport Minister, Dr John Gilbert.

Angela remembered: "It was about 3 am when the lorry came through the house. I was woken up with a bit of a shock." She had bruises and went to hospital and the family lived in temporary accommodation for 2½ years.

They are now back in the shop, which is expected to reopen soon. After leaving school, Angela worked in an insurance office and then saw the County Council job advertised.

With the by-pass complete, she is not sure if she will be transferred to another suitable post.

She said she did not feel nervous when she moved back into the shop. Her room is now being used as a stockroom and she sleeps at the rear of the building. She explained: "We realised it was a one-in-10 chance of the crash happening again. I suppose we were a bit nervous when we went back, but we soon got used to it."

Her reaction to the new road: "It's super."



Part of the happy, relieved crowd of Bridge villagers who watched Tuesday's opening ceremony.

Continued on page 16



*Joy Skyrme*  
**SALE NOW ON**  
 15 CASTLE STREET  
 CANTERBURY G4801

# Kentish Gazette

WITH WHICH IS INCORPORATED THE KENTISH POST, THE CANTERBURY PRESS, THE DOVER STANDARD, AND THE HYTHE REPORT



FRIDAY, JULY 2, 1976

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As the whole village breathed a sigh of relief, Dr Gilbert admitted that as he had travelled along the old A2 he was unable to believe the country still had roads like it.

It was not only villagers who welcomed the new road. The drivers of the TIR giants who had to thread their way through the narrow main street were also thankful.

As the opening ceremony reached its climax many in the audience were remembering the lorries that never completed the tortuous trip through the village, but instead embedded themselves in village shops and houses, leaving death and injury in their wake.

All that came to an end shortly after 3 pm, when Dr Gilbert officially opened the new £3½ million road before an audience of villagers, councillors and contractors.

Bridge Primary School was given the day off for the event and the village was decorated with flags. Drivers entering the High Street were faced with a sign from the A2 Group campaigners: "Bridge's last TIR. You know it makes sense."

One placard said it all. It was tied to the 32-year-old pony, Dandy, and bore the simple message: "Farewell TIR."

Dandy was taken to the opening by Mrs Angela Bartlett, of Grove Cottage, Bishopsbourne. She said: "When I was five or six, I used to ride through Bridge and I have brought Dandy here to celebrate, because now I can let children ride through the village again."

### THE ROAD

Among guests at the ceremony were members of Kent County Council and Canterbury City Council, including the Mayor, Cllr Ian Fowler. Leading campaigners for the road, Mr John Furness, Mr Brian Lewis and Canterbury's MP, Mr David Crouch, were also there.

The new road has 2½ miles of dual carriageway and the work also took in 1½ miles of improvements to the A2.

Dr Gilbert was pleased to share villagers' relief. Opening the by-pass, he said: "I was a little short of incredulous when, on my way here, we came off the dual-carriageway of the A2 and found we still had roads of that quality. I couldn't believe it."

Despite public spending cuts, the Government was still determined to continue developing a road building programme. By 1990, there would be a high standard road system which, with traffic figure expectations, should last into the next century.

"This country depends on roads for transport and road traffic in the wrong place can be a nightmare to live with."

Dr Gilbert said he received letters from businessmen asking him to improve roads and the public also had much to gain from improvements.

The Government also tried to help those who suffered and there were over 130 by-passes in the road programme and other roads with a by-pass

Continued on page 16



Nineteen-year-old Angela Lewis, who has first-hand experience of the juggernaut terror in Bridge, happy on the by-pass.

### Angela welcomes new road

One of the happiest villagers watching the by-pass opening was 19-year-old Angela Lewis, who has vivid memories of the juggernaut terror.

It was in the early hours of May 26, 1972, that Angela was thrown from her bed as a heavily-laden juggernaut ripped through the front of her parents' grocery shop in Bridge High Street.

As dawn broke that morning, the full horror of the accident could be seen. The lorry driver, killed outright, was still trapped in his cab, which in turn was supporting the wrecked front of the building.

In one night, the Lewis family lost their livelihood and their home — victims of the A2 TIR terror.

Ironically, Angela has been working as a secretary at the Kent County Council by-pass site office and after Tuesday's opening, she met the Transport Minister, Dr John Gilbert.

Angela remembered: "It was about 3 am when the lorry came through the house. I was woken up with a bit of a shock." She had bruises and went to hospital and the family lived in temporary accommodation for 2½ years.

They are now back in the shop, which is expected to reopen soon. After leaving school, Angela worked in an insurance office and then saw the County Council job advertised.

With the by-pass complete, she is not sure if she will be transferred to another suitable post.

She said she did not feel nervous when she moved back into the shop. Her room is now being used as a stockroom and she sleeps at the rear of the building. She explained: "We realised it was a one-in-10 chance of the crash happening again. I suppose we were a bit nervous when we went back, but we soon got used to it."

Her reaction to the new road: "It's super."



A bird's eye view of Bridge's £3½ million by-pass which opened after a 14-year campaign on Tuesday. The dual carriageway road, completed two months ahead of schedule, will mean a return to the old, peaceful way of life for villagers.



Part of the happy, relieved crowd of Bridge villagers who watched Tuesday's opening ceremony.

**'Mammoth vehicles — a monument to commercial greed ...'**

# A TRAFFIC FREE HIGH STREET?

**THE battle is on again to rid Canterbury of giant lorries and clear the main street for pedestrians.**

And Canterbury City Councillors are prepared to use all the weapons they have to stop heavy goods vehicles ploughing a way through the city's narrow streets.

When the Council's Highways Committee met on Thursday Cllr. Chris Stanley asked for measures to ban all traffic from Guildhall Street to the Westgate end of St. Peter's Street.

Cllr. Tony Fisher, who said mammoth vehicles were a monument to commercial greed, wanted to prohibit all large lorries entering the city.

## Report

Increased pressure to relieve the city of traffic comes at the same time as the city architect's report for the proposed traffic network in the centre of Canterbury.

Deputy city engineer Mr. F. Beard told the committee that problems with the flow of traffic would stop banning vehicles in the main street.

The police could also have trouble in enforcing prohibition orders.

The mayor, Ald. Herbert Buckworth, wanted to know how people would drive in and out of Canterbury.

"If you close the main street, you have to close all the roads leading to it," he said.

Cllr. Mike Fuller said: "You have got to meet people's need. There is a public demand for

## A2 SIT-DOWN



The slogans put over the feelings of the A2 demonstrators on Saturday as they sat down in Bridge High Street where the

trunk road is only 18 feet wide. More pictures back page, story page 16

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ATED THE KENTISH POST, THE CANTERBURY PRESS, THE DOVER STANDARD,  
FRIDAY, JULY 9, 1976



The picture that says it all. Thousands thronged traffic-free Bridge High Street on Saturday to celebrate the coming of the by-pass.



# the Juggernauts



But Bridge became a village again when the 'heavies' took to the bypass

High Street and speak without raising your voice 10 decibels.

Bridge has lost its lorries. It took 14 years, several fatalities and a lot of resourceful determination, but it is once again, in the words of 22-year-old Angela: "A beautiful, peaceful place in which we live."

Until the by-pass was completed two years ago, the village lay on the A2, three miles south of Canterbury, astride the lorry route to Dover and the Continent.

Night and day the great freight trucks of Europe thundered through its narrow, timeless streets, shaking to their very foundations buildings that had been there since Elizabeth I ruled, and fill-

ing the air with noise and pollution.

Newsagent Bridget Hawkins, an attractive, dark-haired mother of two young children, recalls the dread of those years. "Anyone who had children was petrified if they lost sight of them for a moment.

## Action

"Mothers would push them against the wall as these things roared by. And the filth they created is unimaginable now."

John Purchase, a local business man and Liberal candidate for Canterbury, chaired the action committee which fought to rid Bridge of its traffic.

"The change has been

little short of miraculous," he says.

"The right hand side of our village at last knows what the left hand side is doing.

"Societies have sprung up and flourished and there is a sense of community again, which the lorries had driven from us.

"There is less ill health, too. Fewer cases of heart strain and nervous tension. Life is once again to be enjoyed.

Purchase admits that inexperience probably cost them many years. "We learned as we went along," he says.

"For those towns and villages facing what we faced—and I have utmost sympathy for them—I hope our

Our roads are inadequate— unless something is done they will destroy what's left of Kent

story proves inspirational."

For if the persuasive road haulage lobby and the civil servants in the Department of Transport measure lorries in terms of length and axle weight, the people of Bridge know only too well the measurements in terms of human misery.

"When two of these juggernauts passed in our High Street there was a bare six inches between them," says Purchase.

## Narrow

At its narrowest the High Street is only 17½ feet wide. Wing mirrors regularly clipped the house fronts and one French lorry driver was notorious for slowing the

truck and lifting milk from a window sill

But the people of Bridge, with the aid of leaflets in five languages, convinced the truckers that the fight was in their interests too.

"So much so," says Purchase, "that the Ford delivery drivers had a whip round for our fund."

John Purchase is adamant that heavier and longer lorries are not the answer. "Our roads are totally inadequate," he says. "What we should be looking at is our rail network and ways in which we can expand it.

"I am a fervent believer in the Channel Tunnel—but as a rail link with Europe, not a roadway.

"Unless something is done



Angela Lewis

they are going to destroy what is left of Kent."

By dint of political persuasion and the occasional piece of headline-catching gimmickry, like sit-ins in the High Street and trumpet blowing outside the Transport Ministry — "to wake up the civil servants" — Bridge won its release from Bedlam.

## Huge

Bridget Hawkins sums up the feelings of the 900 villagers two years on: "When we drive up the by-pass now and see those huge lorries hurtling down the road we think: 'My God, did we really have to live with that for all those years?'"

# Bonanza £800 for Bridge

More than £800 was raised by the recent Bridge By-Pass Bonanza, held to celebrate the opening of the village's new road.

The treasurer, Mr Chris Westcott, has reported to the committee that after deducting expenses more than £400 would be made available to the village for amenities.

How the money was to be spent would be decided by the Parish Council who would be seeking the views of the villagers. That sum represented half of the total raised by the Bonanza.

The other half was to be made available to Bridge Primary School Parent-Teacher Association, which will treat it as an investment in the future of the village by providing help and facilities for the children outside the scope of the education authorities.

A display of colour photographs taken at the Bonanza will be available at the school in the second half of September and it will be possible to buy copies.

The committee is also interested in seeing any film or photographs taken of the occasion for archive purposes.

The chairman, Mr Dermott Stewart, said: "This was a grand village occasion, the whole community joined in, and we would like to thank everyone who attended and all who helped to make the occasion so enjoyable and memorable."

# Shadow of



Heavy lorries used to cram the High Street...

AS Britain's motorways, bridges and towns crack under ever heavier lorries, now comes news that Whitehall favours the introduction of the 40-ton juggernaut to our overcrowded roads. The leak of an extraordinary document produced by senior civil servants in the Department of Transport makes it clear that they favour raising the weight ceiling from the current 32 tons and that they see a public inquiry as the best means of softening inevitable public hostility to such a move. Next week in the House of Lords, Lord Beaumont of Whitley is to ask the Government its intentions. JAMES DAVIES visited a village which suffered years of oppression from these monsters of the road, and which has now experienced two years of peace.

**A**NGEL A LEWIS remembers the juggernauts well—one in particular. At 3 a.m. one morning, while she slept in the bedroom above, it sheered off the front of her father's grocery shop, pinning her against the wall.

Only the roof of the

dead driver's cab, rearing through the floor, kept her from falling to her death in the street below.

## Gleaming

That was six years ago, when the village of Bridge, in Kent, was a kind of hell with wheels.

Today the grocery shop is an office equipment store, its new, neo-Georgian front gleaming in freshly painted pastel colours.

But the real transformation is that it is now possible to stand in safety in the tranquillity of the ancient

January 10, 1975

## Weather affects by-pass

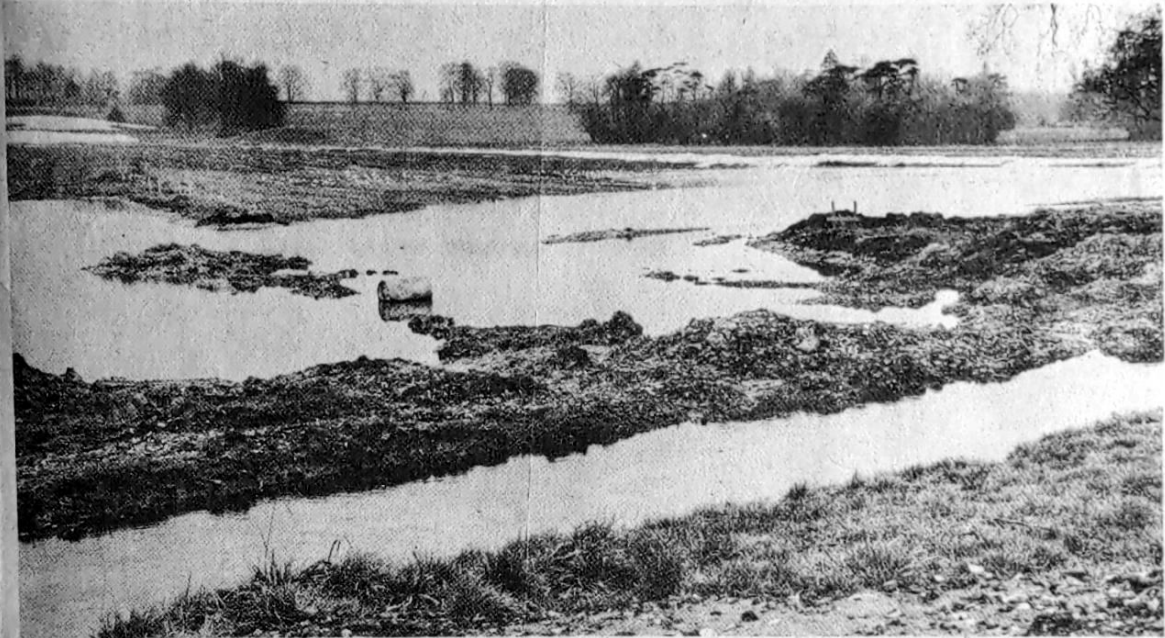
Heavy rain in the autumn is now affecting work on Bridge by-pass. The Nailbourne River runs through the gravel under the by-pass near Patricbourne Road and parts of the site are under about a foot of water.

The resident Kent County Council engineer, Mr J. Vince, said the Nailbourne runs at all times but its level only breaks the surface when there are unusually high levels of rain.

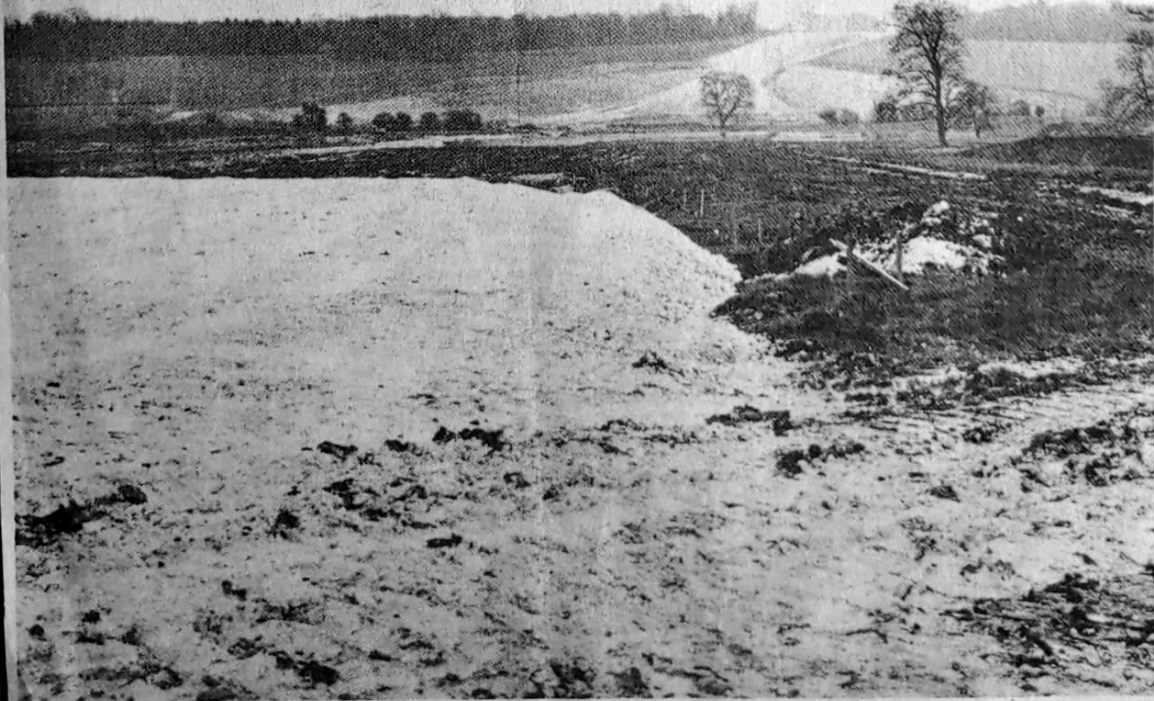
"With the amount of rain we had in the autumn one would have expected to see this situation a lot earlier," said Mr Vince. "The situation we have got now is one we are living with."

The flooding started last week across the works in the Patricbourne Road area. Work at that spot has stopped and most of the operations are now concentrated in the Bekesbourne Road area.

He said the water was obviously a hindrance but at the moment there was time to wait and see what happened. If it happened the same time next year the completion date of the road — summer, 1976 — could be affected.



The Nailbourne River is causing problems at the Bridge By-pass works near Patricbourne Road. Parts of the area are under a foot of water.



Progress so far on another part of the Bridge By-pass: From the end of Conyngham Lane looking towards Dover.

# Winning Bridge by-pass battle

On January 12, 1962, 66-year-old Mr George Smith was killed in Bridge. His death started a 14-year campaign for a by-pass that ends on Tuesday when the new road takes the first traffic round the village instead of through it.

Throughout that time, the campaign has been spearheaded by 51-year-old Mr John Purchase and 32-year-old Mr Brian Lewis. Over the years they have plotted and planned for next week's opening ceremony and in the process snipped at red tape and got the village over 1,000 column inches of publicity.

Their fight has been a long but fruitful one and began when Mr Smith's death highlighted the perils of Bridge. The campaign started with Mr Purchase writing letters explaining just how dangerous the village was, and he was soon joined by Mr Lewis.

Now their battle has been won, Mr Purchase says: "Fourteen years after the campaign started to get the by-pass round Bridge, we are now seeing it completed.

"The sad thing is that it took so long to come to fruition and that one of the leading campaigners, the late Cllr Alfred Ross, never lived to see it."

Mr Purchase said they continued the fight with the aid of Canterbury's MP, Mr David Crouch, who had campaigned tirelessly on behalf of his constituents.

He added: "It is significant that from Tuesday travellers to the Continent through Dover will be by-passing Bridge for the first time since before the Romans came to England."

Asked whether he thought the long struggle had been worth it, Mr Lewis said, "Of course it has. If it had taken us another 14 years it would have been worth it."

"If we have been responsible for saving one life in Bridge High Street or in any other village on the A2 then, of course, it has been worth it."

"A lot of people have recently asked me whether I feel that we have been responsible for speeding up the by-pass, but this is something I would never claim we have done."

"What I would say we have done through Mr Crouch's help and the help we have had from the people of Bridge, is that we have managed to get the A2 by-passes on schedule, while other schemes throughout the country have been axed through numerous cutbacks on public spending."

Mr Lewis said if they had their time over again and knew what they know now, then he thought they could have got Bridge by-passed sooner, simply by knowing the correct procedures.

Both men agreed their biggest thanks should go to their wives and families - "It has meant working 365 evenings a year and during the day at weekends," explained Mr Purchase.

He added the fight was not yet

entirely over. "We shall not cease our campaign," he said "until the whole of A2 from Brenley Corner to Dover is fit to take the type of traffic it is going to have to take in the future."

Mr Lewis said their campaign had never been directed against the lorry driver. "It has always been directed at the planners for providing an inadequate main route to Europe for the drivers to travel on."

## Campaign timetable

### 1962

Jan Mr George Smith is killed. Mr Purchase starts letter campaign, and Mr Lewis is nearly killed by car. M2 under construction. Ministry of Transport say M2 extension hinges on decisions on Channel Tunnel and Common Market.

Leaflets distributed urging people to support Bridge by-pass.

July 564 people sign petition urging Transport Minister to "view situation with alarm."

Sept First police radar trap in village. Nearly 30 motorists caught speeding.

### 1963

April First lorry accident during campaign. Brake failure on Bridge Hill and two lorries hit East Kent bus. No-one injured.

Sept First banner on Bridge Hill with slogan, "Slow, people live here." From August, 1959, to this September, 1963, eight people had been killed and 49 injured between Bridge Hill and top of Town Hill.

Oct Fifty members of Bridge Youth Club take part in protest march and leaflets distributed to motorists.

### 1964

March Protesters start issuing news bulletins to villagers telling of progress and lack of it. Easter traffic halted during march by 150 villagers, coffins and horsemen.

May First traffic census shows that 7,074 vehicles pass through in 24 hours. Daily Express headlines, "Fighting mad, the village that won't take no for an answer."

July On the march again, this time with effigy of Transport Minister Ernest Marples in bed with caption "Asleep to our needs."

As a result of suggestion by Cllr Ross, campaign extended to take in the whole length of road from Brenley Corner to Dover. As a result, the A2 Group is formed. Leaflets distributed to all 1,600 houses facing on to the 22 miles of road.

Sept Election under way and Canterbury's MP, Sir Leslie Thomas, attacks protesters' demands and says they "need a sense of proportion."

Plans to hold a meeting to elect a committee for A2 Group after Sir Leslie says the group is "undemocratic."

### 1965

May 1500,000 Ministry plan to widen A2 by putting in extra carriageway but by-pass not included.

Aug Another lorry has brake failure on Bridge Hill. Ten vehicles in pile-up and six people injured.

There were then no major incidents from August, 1965, to August, 1968. Group kept a watching brief, but apathy was creeping in from the other villages and some lack of interest in Bridge itself.

### 1969

Aug First sit-down. A hundred people take part and four arrested in Bridge.

A week later, another sit-down, this time in Boughlton.

### 1972

May Mr Claud Lewis' shop demolished by meat lorry going to Switzerland.

Two days later, 300 stage sit-down and road is blocked for an hour. Bridge-Elean Rural District Council puts pressure on Ministry and as



Jumping for joy in Bridge High Street are Brian Lewis (left) and John Purchase, who have led the campaign to get the village by-passed. The new road will be opened on Tuesday.

a result Mr Rex Hammond, of the regional controller's office, meets Mr David Crouch, MP, at council offices, while Mr Lewis and Mr Purchase stage demonstration outside.

Mr Purchase and Mr Lewis call public meeting at County Hotel, attended by 900. A2 Group committee reformed, with Mr Purchase as chairman and Mr Lewis, secretary.

Rigorous campaigning starts with Mr Crouch. Lewis hoarding, "Ban TIRs, By-pass Bridge," appears.

Protest march in Dover and letters given to foreign consulates asking them to make representation to Government to have the road made safer for their motorists.

Demonstration outside London office of Ministry of Transport. Bugler sounds Reveille in bid to "Wake up Ministry to the problem of A2."

Aug Second, traffic census shows that 16,494 vehicles use road, which represents one every 50 seconds. Census proves that road is two-and-a-half times overloaded.

Sept Minister Graham Page visits A2 and is warned by protesters, "Announce a positive move or we shall demonstrate again."

By now, Bridge being used as example of typical battered village along A2.

Another sit-down. This time things are on a bigger scale and support received from 1360 Section of the Transport and General Workers' Union, Canterbury and District Trades Council and others. Advertisements announce demonstration in local papers.

As always, police informed about demonstration and permission granted to make street collection for funds and for the use of Tannoy's. A2 marshals appointed for crowd control but Mr Crouch appeals for demonstration not to go ahead. Opinion poll of 398 householders show that 82 per cent had demonstrated previously and 73 per cent prepared to do so.

Oct Nearly 1,000 block road with over 50 police present. Sit-down followed by rally and Mr Lewis and Mr Purchase cautioned for causing obstruction.

Nov Provisional route of Bridge by-pass fixed and Kent County Council have representatives at a public meeting in village hall. By now, foreign Press beginning to take an interest in campaign.

Police continue investigations into sit-down and Mr Lewis and Mr Purchase charged with "Conspiring together to incite members of the community to obstruct the highway." Nothing comes of charge.

"Road narrows" and "Reduce speed now" signs approved as interim safety measure.

Dec Debate in House of Commons on whether or not 40-ton lorries should be allowed in the country. Eleven MPs mention Bridge during the debate. Over 4,000 special Christmas cards taken to London by A2 Group

Committee and the then Sheriff, Mrs Rita Kilvert, and Mr Crouch. The cards call for 20 mph limit in all A2 villages, mechanical checks on TIRs, grant to Police to enable better supervision and speed-up of by-passes and road improvements. Arguments in local Press over route.

### 1973

Jan Join Common Market. Cllr Ross dies.

Feb As a special concession, 40 mph limits on both hills in the village.

International Freightage Weekly says 100 extra TIRs pass through Dover every day.

April Pelican crossing in High Street.

May Motoring Which conducts survey on traffic noise and Bridge found to be noisest place.

June Bridge by-pass inquiry and solicitor represents A2 Group.

Lewis birthday cake to mark anniversary of their shop being demolished.

July Juggernaut at Watersend Bridge kills three soldiers in car. Although not in Bridge, it was critical to campaign as far as all the A2 by-passes were concerned.

A2 Group helps with organisation of demonstration. Juggernaut hits house at Harbledown.

Juggernaut hits shop at Bridge.

Mr Crouch invites Mr Lewis and Mr Purchase to House of Commons, where he forces an adjournment debate on A2 problem. Both he and Dover's MP, Mr Peter Rees, QC, put forward the A2 case. Afterwards, Mr Lewis and Mr Purchase meet Mr Keith Speed, Under Secretary of State at the Environment Department, in the members' bar at the Commons. Mr Lewis and Mr Purchase believe that more was probably achieved in that bar than ever before.

They put forward the A2 arguments and are able to discuss matter with the Minister face to face.

Dutch tanker runs away down hill, taking 13 cars with it in Bridge.

Spate of brake failure incidents on Bridge Hill.

Aug Bridge by-pass northern route decision announced. Third census shows that 20,836 vehicles pass in 24 hours, an increase of 16 per cent over the 1972 census.

Another TIR brake failure on Bridge Hill. Two cars and a caravan are smashed. Bridge Hill becomes one of the first places to have yellow bar markings.

Sept Campaigners want to go to Commons to hand out leaflets but French police refuse permission and Foreign Office says it cannot help.

Dec Canterbury College of Art exhibition on A2, and during this time the Kent and Canterbury Hospital sets up a symposium on the problem.

For remainder of time, Mr Lewis, Mr Purchase and their group continue to keep a close eye on the progress of the by-pass as they see the hopes turning into concrete facts.

# Bridge to dance its traffic blues away

BRIDGE will dance with joy at celebrations following Tuesday's opening of the village by-pass by the Transport Minister, Dr John Gilbert. Villagers have fought 14 years for the new £3¼ million road, whose history is traced in a special Kentish Gazette pull-out feature inside and a report on the A2 Group's struggle on page 24.

The new stretch of highway means Bridge will be bypassed for the first time since the Romans built a road from Dover to Canterbury. To welcome their new-found relief from the traffic menace villagers have formed a Bypass Bonanza Committee so they can let their hair down in the High Street, where only days before juggernauts will have rumbled through.

While the official ribbon-cutting is on Tuesday, the village is saving its own celebrations until Saturday, July 3.

The new road took 22 months to build and was completed two months ahead of schedule. The by-pass is 2¾ miles long and there has also been 1¼ miles of improvement to the A2.

The village's own fight for the by-pass was started 14 years ago by Mr John Purchase and Mr Brian Lewis, who led demonstrations and petitions pointing to the dangers of having heavy traffic hurtling through Bridge. The A2 Group pressed ahead with its demands and had the help of Canterbury's MP, Mr David Crouch.

In November, 1972, Bridge by-pass project was shown to villagers by Kent County Council, which had conducted long investigations into alternative routes, geology and the effect on local farms.

The by-pass was designed by Kent County Council's Highways Transportation Department, directed by the County Surveyor, Mr Allen

Smith. As the route of the road became known, members of Canterbury Archaeological Society went to the area and made a number of finds, including several Saxon graves and an Iron Age settlement.

The new road has five bridges, which were necessary to separate through traffic from the local traffic, farm vehicles and pedestrians.

Guests at the official opening will have an opportunity to drive along the new stretch of road before it takes its first traffic away from Bridge High Street.

The High Street between the White Horse and the Plough and Harrow public houses will be closed to traffic from 2.15 to 5 pm for the village bonanza on July 3. The programme will open with morris and folk dancing by Wantsum Morris Men and Ramsgate Folk Club from 1.45 pm to 2.30 pm.

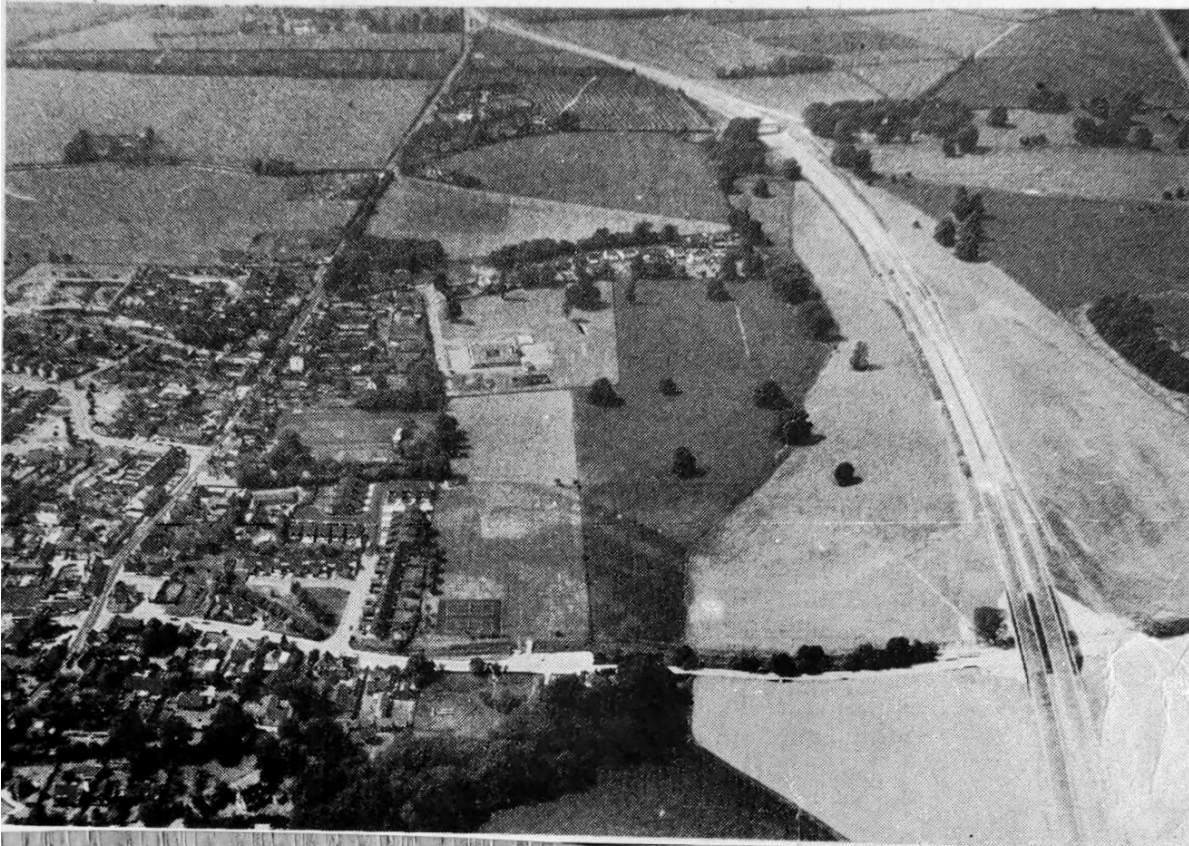
The church bells will peal at 2.15 and the celebration parade will move off from Conyngham Lane at 2.20, ready for the official launching by Mr Crouch at 2.30.

## TEA PARTY

During the afternoon there will be a tea party for the elderly in the Vicarage driveway, a party in Green Court for primary school children, decorated pram race, marching display in the High Street by the band of the 5th Bn (Volunteer), the Queen's Regiment, maypole dancing in the High Street, a display by the Carousels majorettes, competitions and a dustbin race.

Among other attractions will be an exhibition of Bridge through the ages in the village hall, the village blacksmith, a potter's wheel, antiques market, locally made jewellery, by-pass commemorative mugs, tombola, stalls, sideshows and refreshments. In the evening there will be a barbecue, and dance and there are also private parties arranged by villagers

# Peace at last for Kent villagers



Residents of Bridge in Kent waved goodbye last week to the juggernaut lorries which have plagued their streets for years.

Now the huge container vehicles will travel on the one-mile A2 by-pass which was opened by Transport Minister John Gilbert last Tuesday.

The road, which cost £3.2 million and was completed in April, after 22 months' work, follows a 12-year campaign by villagers to rid themselves of the juggernauts.

The road was completed two months ahead of schedule, and has been designed to make it difficult for drivers to turn off and travel through Bridge.

Villagers once went to France to encourage Continental drivers to complain about the lack of a proper road.

In 1972, TIRs were passing along the A2, one every fifty seconds.

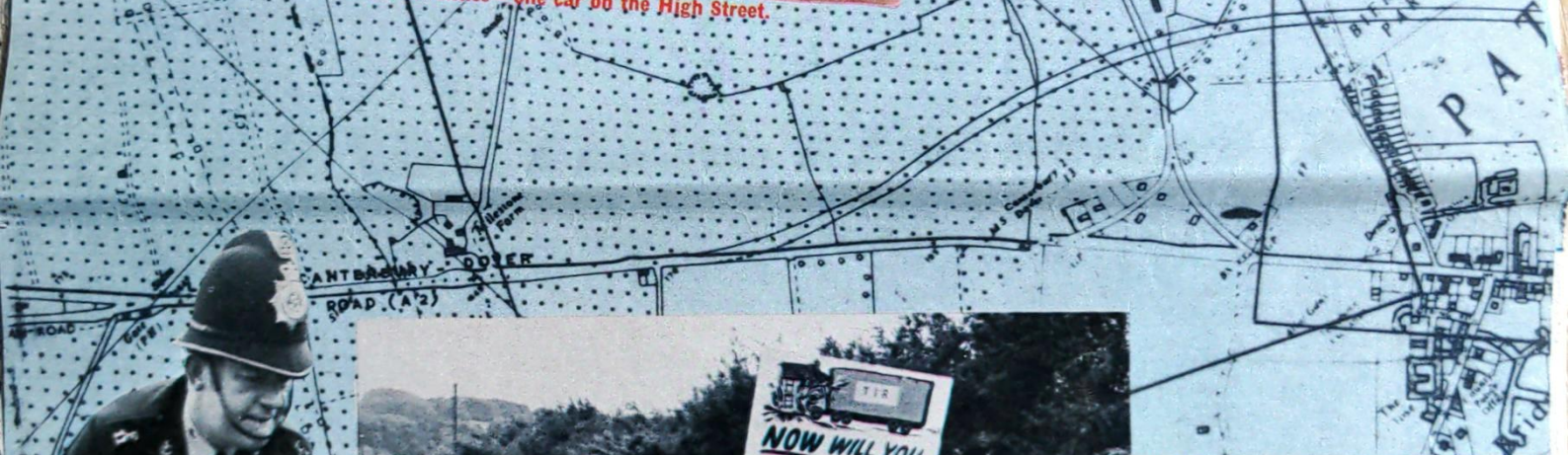
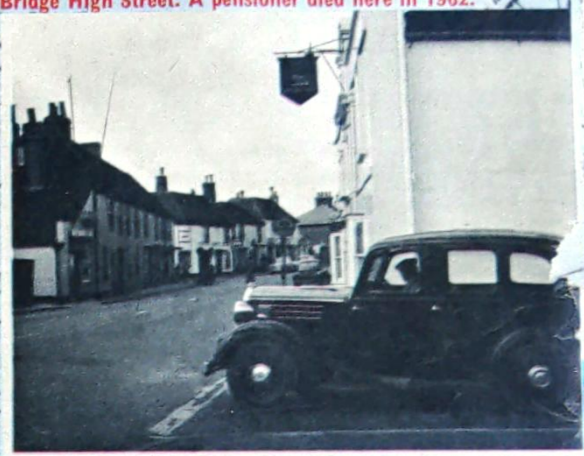
1972: a meat truck smashes a High Street stone. The driver dies.

KEY TO SITE

Bridge High Street. A pensioner died here in 1962.



The village of Bridge in the tranquil Twenties - one car on the High Street.



First protestor John Purchase in the hands of the law in a 1972 sit-down. Placard demos followed.



Summer of '76: villagers wave goodbye to

# THE VILLAGE THAT BENT THE A2

The Romans increased, summer,



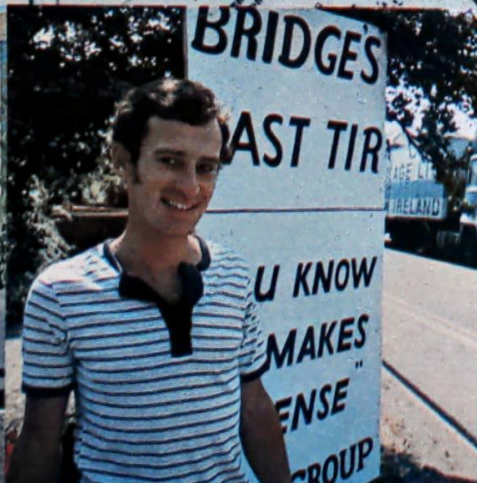
In 1972, TIRs were passing along the A2, one every fifty seconds.



1972: a meat truck smashes a High Street store. The driver dies.



the last juggernaut



Protestor Brian Lewis: a victor's smile.



June 1976: villagers celebrate the opening of the by-pass

started it all. They put Bridge, a settlement in Kent, on a road from London to Dover. As trade with the Continent the juggernauts came along the A2, slicing the village in half, bringing death, destruction and pollution. This after 14 years of protests, a by-pass was opened. *Michael Hill* tells how the villagers sustained their campaign. 79

insufficient for two TIRs to pass without mounting the pavement.

The villagers have always been a little sensitive about their traffic problems. Harry Hawkins remembers complaints about the trotting horses in Edwardian times. Then in the Twenties the villagers had to contend with an eccentric local, Count Zborowski, and his succession of monster 'Chitty Chitty Bang Bang' cars which frightened their horses. The idea of a by-pass was first mooted in the late Fifties by local councillor Alfred Ross, but it took Smith's death to produce concerted action.

John Purchase's house sat right on the A2, across the road from the Smith accident. He was naturally worried: "At the time I had five young children and it brought home to me the dangers of the traffic to both young and old - we have one of the highest proportions of OAPs in Kent." Purchase wrote letters. He wrote to councillors, county planners, local papers. He wrote as a concerned resident, asking what could be done. Brian Lewis saw one of the letters in the local paper and made contact with Purchase to offer his help. "It was the beginning,"

## HOW THE BATTLE WAS WON

**1962**

**January:** pensioner George Smith is killed by a van. John Purchase starts letter campaign. Brian Lewis joins forces. 564 sign petition to Minister of Transport.

**1963**

**April:** two lorries hit East Kent bus. Villagers erect banner: 'SLOW, PEOPLE LIVE HERE'. They also died there: since 1959 eight people had died, 49 had been injured between Bridge Hill and Town Hill. Demonstrators from local youth club distribute leaflets to motorists.

**1964**

**March:** 150 villagers block Easter traffic. June: a carnage carnival includes coffins and an effigy of Transport Minister Marples - fast asleep. Bridge By-pass Campaign enlarges to become A2 Group. Sharp lesson, as Canterbury M.P. Sir Leslie Thomas denounces Group as undemocratic. Committee must be elected. It is.

**1965**

**August:** lorry's brakes fail: ten vehicles are shunted, six people injured. Ministry will spend £½m widening A2, but no mention of by-pass. Major accidents miraculously cease. Apathy sets in.

**1969**

**August:** 100 people stage first sit-down; four arrested. Another village follows suit. Campaign appears to be marking time, waiting for fresh impetus.

**1972**

**May:** meat truck demolishes a Bridge shop. Driver dies. 300 protesters block traffic. New M.P. David Crouch meets Kent planners. Demonstrators lobby Ministry. August: traffic census shows Bridge High Street is 2½ times overloaded. In October, a thousand people block A2 for an hour. Government announces intention to by-pass Bridge.

**1973**

**March:** 40 mph limit placed on Bridge's two hills. *Motoring Which* survey pronounces Bridge the winner - for traffic noise. Close by village, juggernaut kills three soldiers. M.P. Crouch forces adjournment debate on A2 chaos. Lewis and Purchase meet Under-Secretary in Commons bar, which works wonders. By year's end, work on scheduled by-pass is underway.

**1976**

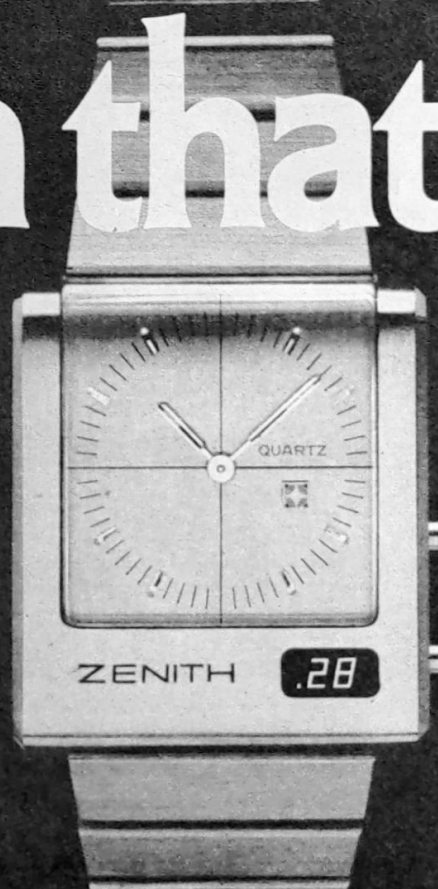
**June:** by-pass opens. There's dancing in the - empty - streets.

says Lewis, "of a 14-year Tweedledum and Tweedledee act." Certainly it looked an unlikely alliance: Lewis was 18, living where he'd been born, right by the A2, while Purchase was a relative newcomer, a local printer and 37-year-old family man.

Fourteen years is a long time in anyone's life but in protest group terms it's about seven times the going average. "Most groups," says Lewis, "manage only two years before apathy or political or personal dissent creeps in. We've sustained this campaign through sheer grass-roots love of the village. I was born here. My mother still lives on the main road. I love this place - and I was prepared to fight for it."

Neither Purchase nor Lewis now lives on the A2. Purchase, now into his early fifties, leads a quieter existence in nearby Bekesbourne. Lewis, now married and a quantity surveyor, has a new bungalow off the main road at the top of the notorious hill. But, despite the international publicity which the cause has attracted, it's always been strictly a local protest, succeeding without the help of the semi-professional environmental heavies. You can learn a lot, too, in 14 years. "If we knew then what we

# The watch that



know now we could have done it in half the time," claims Lewis. "We just started out as angry residents - we'd no idea which channels to take." They quickly learnt that their initial polite written requests for information were easily brushed off: "When you're dealing with bloody-minded county or ministry officials you've got to be equally bloody-minded. You've got to demand, not ask."

As the two prime movers in the campaign, Lewis and Purchase also attracted the mistrust and disapproval that often accompanies anyone who stands up and makes demands or expresses an opinion. Much of the village was openly hostile to their early efforts. A petition in 1962, expressing alarm to the Minister of Transport, produced only 564 people who were willing to be counted. It had negligible effect. However, the campaign organisers were learning that they needed impact to back their argument and to apply pressure. In 1963 the demonstrations started, beginning with a protest march by 50 youth club members to drive home the accident statistics of the previous four years. By this time, it was eight killed and 49 injured in the village.



**Carnage carnival: part of a 1972 demo to keep death off the High Street**

The following Easter, 150 marching villagers blocked holiday traffic. Among them were symbolic horses and coffins, and Mrs Rose Wonfor, now 75 and a Bridge resident for 50 years: "I pushed my young grandson in a pushchair to stop the traffic," she says, "and I've carried banners and sat down in the road. Must have had some effect, mustn't it? When

I moved here you could here a pin drop in the High Street. All different now, my dear. It's like being in another world with these big trucks. A wonder we haven't all been killed," Mrs Wonfor says.

However emotive demonstrations may be, however poignant the gestures (there was an effigy of the Transport Minister in bed 'asleep to

the needs of Bridge'), direct action is only effective if it can be used to apply pressure where it can gain most support. In Bridge's case it was clear that any decision affecting the village would be part of a much wider assessment of road needs along the whole non-motorway section of the A2. So the Bridge By-pass Campaign became the A2 Group with the declared aim of making the road 'fit to take the type of traffic it is going to have to take in the future'.

With 1600 houses facing directly on to the A2 the new group could call on wider support. It also attracted stronger opponents: the local M.P., the late Sir Leslie Thomas, publicly denounced the group as undemocratic - no-one had bothered to formally elect a committee or officers and it was easy to imply that Purchase and Lewis were a couple of unlawful nuts.

The group persevered, grafting away to produce every little scrap of publicity from every accident or official statement. And there were plenty of accidents. In August 1965 a truck's brakes failed on Bridge Hill carrying 10 vehicles with it and injuring six people. That was the year Bill and Joyce Rose moved ➡

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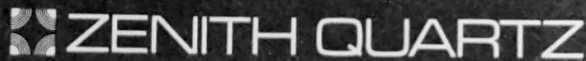
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deluged with requests for help from residents all over the country angry over similar problems. They aren't interested in becoming a kind of John Tyme double act, popping up at enquiries in all manner of protests. But they are happy to pass on their guidelines for successful protest.

● "First you must have an elected committee - otherwise opponents will say you aren't representative.

● "Then you'll need a printer on the committee for the paperwork, or at least know of one sympathetic to the cause.

● "You'll need some funds - we raised money from door to door and street collections. But play it straight and get permission from the police. We've never added up what we've spent personally, but our individual 'phone bills have been £30-40 a month!

● "You must begin by getting your M.P. on your side - but keep politics out of it. We've made sure that the A2 Group has represented all Parties - it's important that you're speaking as concerned residents or constituents, not following a Party line. Anything you do should put pressure on him to work on your behalf.

● "Be positive: never take no for an answer - and never let up, otherwise support will fizzle out."

Lewis and Purchase admit to a sense of unreality now that the 14 years of effort are finished. "When I walked into Bridge the day the traffic was switched away, it was like Alice and the other side of the looking glass," says Purchase. Lewis just felt completely flat. "I couldn't believe that we'd actually done it. Even a fortnight later my wife said, 'You're still planning that wretched road'. And it was true . . ."



Five months after the by-pass opening, Bridge is a different place. It may not yet resemble that sepia-tinted Twenties' postcard, but the transformation is tangible. Next to the church the Roses' cottage shines with new Snowcem. Hawkins's newsagents has its long promised face-lift. So have the two hairdressers' shops and a scattering of little cottages closest to the narrow section of the village.

And was it just a diplomatic gesture on somebody's part that Bridge has just received an award for the best kept large village in Kent? ●

# Notes on the village



## of Bridge

**By Mrs. J. Friend**



Published by the Bridge By-pass Bonanza Committee  
on the occasion of the opening of the Bridge By-pass  
Summer 1976

MAY 30<sup>th</sup> 1972



BRIDGE  
That Gap  
with a...  
Y-PASS

BAN

BAN  
T.I.R.  
NOW!

NOW WILL YOU  
PULL YOUR  
FIN BAN  
MR T.I.R.  
NOW. DIE?

PROTEST DEMO  
HERE MONDAY 29<sup>th</sup>  
4 PM

SKITTE  
NO!

DIE?

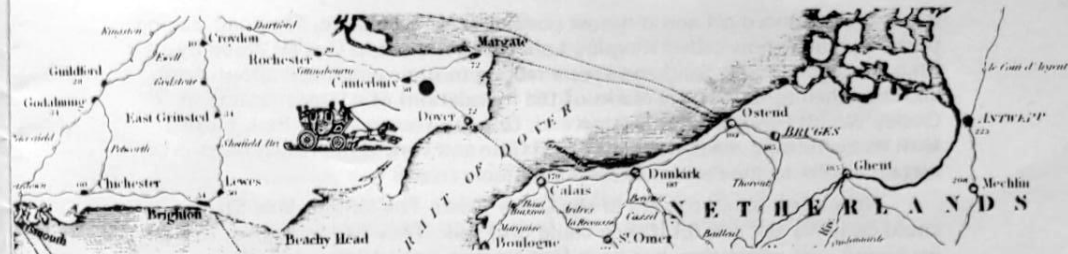
BY

URGE

The Bridge demonstration yesterday (Monday) demanding a ban on lorries over 10 tons, was held outside the shop of Mr. Colin Lewis, which was wrecked in Friday's crash.



Bridge Mill overlooked the village from the north. The site is now Corral's fuel depot.



## PATRIXBOURNE cum BRIDGE

These are a few items of interest around my villages of Patricxbourne cum Bridge, and District near by. Some are taken from Old Books and Directories; also from memories of aged inhabitants told to my late husband and myself during my 60 years residence here.

As we all know, the Romans landed at Walmer. There, a notice board is erected to mark the spot of landing. They came to land that was very rough and rugged, towards Adisham Downs on to Barham Downs, and arrived to fight the last battle at a sunken spot. Bourne Park side of Bridge Hill, which is still called "England's Hole." The Romans remained on this high ground. We must remember there was no Dover Road then. They made an amphitheatre, and performed feats of skill and daring to impress the poor old Britons. Lower down the hill there is a spring of water, in a field still called "Roman's field", and here the Romans used to bathe. This spring flows into the made lake in front of Bourne House. No mansions were there then, only a few humble dwellings by the ford at Bregge, now Bridge.

It will be noticed that the Romans came over the Downs after leaving Dover, with their famous road making, and Bridge is the second village on the road. Some years later local gentry paid for a bridge to cross over the river to make it easier for their transport. The good firm roads in East Kent are made from solid foundations of the Kent flint stones, of which our Churches are built. When I was a small child I often stopped on my way to school to watch an old man seated on a cart of stones with a small rake in his left hand and a hammer in his right hand, breaking these stones to use for road making. These stones had previously been picked up from the fields by women, employed by the farmers, who later sold them to the road contractors. How many farmers would bother about the stones on their fields to day? There is a special way to measure these cants of stones, which is now a thing of the past with our tarred Macadam and concrete roads. Such is progress!

We have signs of Saxon occupation, for on the top of Side Hill nearing the present keeper's cottage a Saxon Burial Ground was found. The relics found are good examples of the times and are called the "Bifrons Collection" and are in Maidstone Museum.

There is a very large wood called Gosley Wood in the Parish of Bridge which once belonged to St. Augustine's Monastery afterwards granted to Sir Thomas Colepepper. About 1898-99 I well remember a Mr. Pilcher who lived in a cottage in Bourne Park. He was a great Archaeologist and had heard from the woodmen that some stone slabs were together in the wood. He inspected them and found them to be Tumuli, and then got permission to open them. The stones that covered them were brought from miles away as they are not of Kent



# Notes on the village



The old Merryweather hand pump being tested out in case of fire.

These Notes are taken from a description of Bridge written by the late Mrs. Friend of the Red Lion Public House in 1958. Mrs. Friend lived in the village all her life, and remembered the village in the days before the arrival of the motor car.

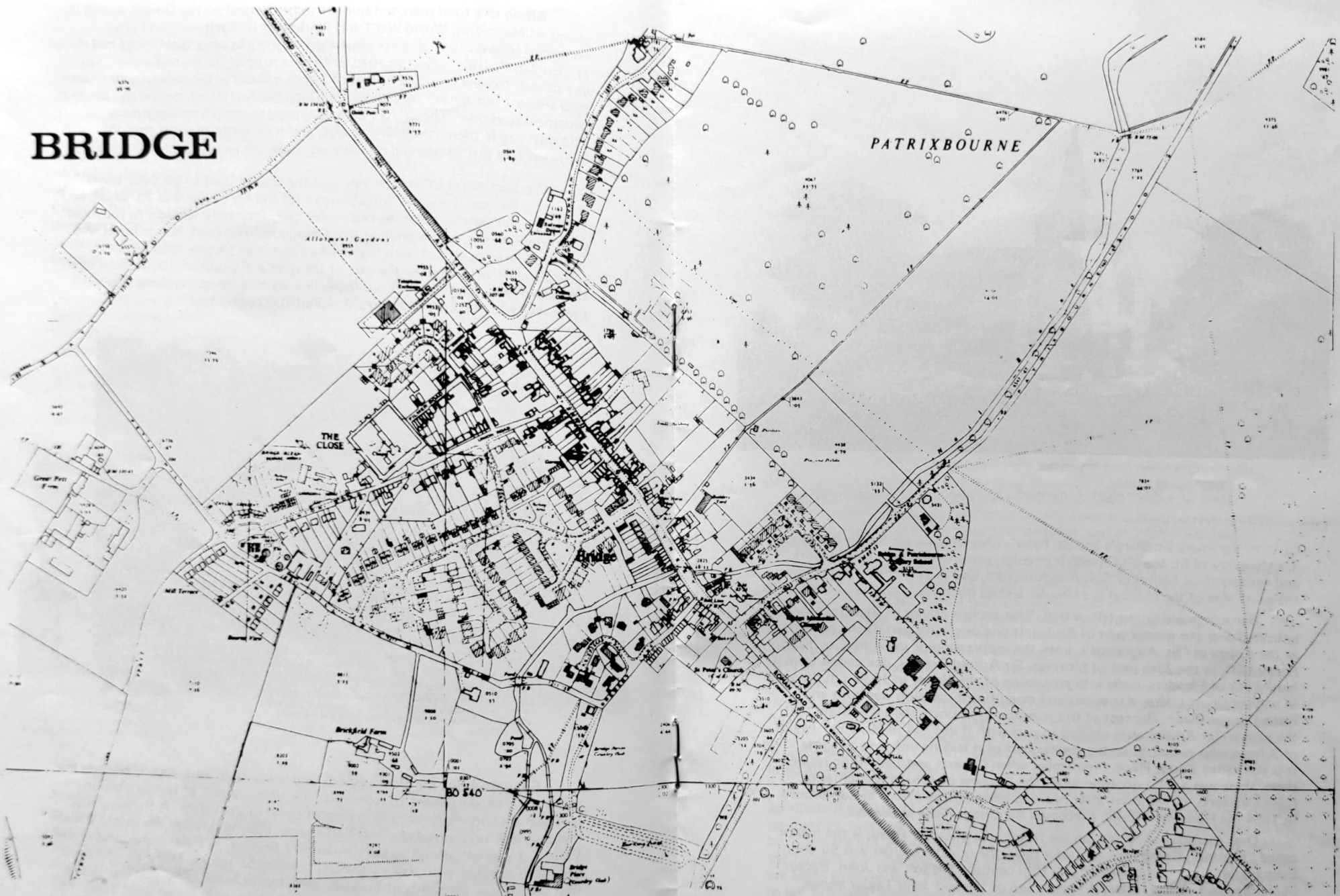
The notes are now in the possession of Mr. John Williamson and form part of the village history book. Mrs. Friend was one of the early members of the Bridge Womens Institute, and her husband managed many of the sporting activities and was also a member of the Bridge Fire Brigade.

J. J. Williamson  
1976

This page was sponsored by Marks and Spencer Ltd.

# BRIDGE

# PATRIXBOURNE





*Engraved by T. Fry from a drawing by W. P. Smith for the Antiquarian Magazine*

*Bridge Church, Kent*

Print published in 1815 in London.

In the lovely St. Mary's and St. Peter's Churches we see Saxon building. The doorway of St. Mary's Church is circular, ornamented with carved work, and emblematical figures of Saxon architecture, and in St. Peter's Church on the south side of the chancel is a circular arched doorway with Saxon ornaments.

Records in old books tell us that, "the ancient Manor of Blackmansberry extended over the greater part of Bridge. It was originally part of the possession of the Abbey of "St. Augustine's, until the suppression of the Abbey by King Henry VIII, in the 38th year of his reign. Sir Arnold Braems, descended from a family out of Flanders, came into possession of the Manor in 1638. On the sight of ancient Court Lodge, a spacious and magnificent mansion was built and named Bridge Place. The cost of this mansion so impoverished the estate that the heirs of Sir Arnold were obliged to part with it in 1704 to Mr. John Taylor of Bifrons who pulled down the greater part of it leaving only one wing standing." It is still called Bridge Place. I remember when General and Lady Bing resided there, there was a great occasion when the Duchess of Albany, daughter of Queen Victoria, stayed there after opening some official events in Canterbury. In 1954 the Hon. Mrs. Neame purchased the Bridge Place Mansion.

Over that part of Bridge, on the North side of Dover Road, is the manor called "Bifrons", Going back to Tudor days, the original builder was Sir John Bargrave, an important person of the 16th century. His son was John, Rector of Harbledown. A Rev. Edward Taylor, son of the said John Taylor above, rebuilt Bifrons as a Georgian mansion, using some of the materials from Bridge Place. Since it was demolished in 1949, who knows, perhaps another Bifrons will be built of some future architecture? The Rev. Edward Taylor

sold Bifrons to the Marquis of Conyngham, who died in 1832. His widow, the Marchioness, continued to live there until her death. The Manor is still owned by her heirs. The Marchioness was a famous beauty of George IV's Court. When she had previously resided at Charlton Park, Bishopsbourne, and the King visited her there, a large saloon was added to the mansion for the entertainment of his Court. This place is now one of Dr. Barnardo's Homes. During her lifetime she was very generous to the villages of Patricbourne and Bridge. She opened a school for girls at the Lower Lodge Gate. These girls were very proud of their special clothes resembling that of Little Red Riding Hood. Then she supported the Free schools of Patricbourne and Bridge, helped towards the formation of a Volunteer Fire Brigade, and had a small Gas Works erected to supply the mansion and villages — a wonderful thing in her generation. She gave a large Reading Room and Library to Bridge Parish, and in 1847 a small organ to Patricbourne Church. (Later another organ was given by Mrs. Spencer Mount in memory of her husband). After her death the mansion was let to Sir Hohn Miller, Mr. Marshall, Mr. Frank Penn, Col. Hon. Milo Talbot, and then demolished.

Another of the Manors is "Bereacre" afterwards called Great and Little Barakers, and is now called Great and Little Pett Farms. When looking at Pett Farms now, one must remember that there was no railway embankment then, and it must have been very bleak. Another manor, very ancient, is "Higham", formerly owned by the Higham family, and later the Hughes Hallett family, who sold it to Mr. Gay, who in turn sold to Countess Zborowski, who died before the great alterations were made. Her son Count Zborowski inherited it and he was killed, motor racing abroad. Mr. Walter Whigham then bought it and renamed it "Highland Court". On his death the Hospital Committee bought it for an Annexe to Canterbury Hospital. Another Manor was "Renville" which was formerly owned by the Crippen family. In 1896 Mr. J. Packham owned and farmed it. On his death Mr. Miller rented it from the Conynghams. Later Mr. Crawford rented it, and in 1954 it was sold to Mr. Jim Mount.

As the land was mostly agricultural there was always outdoor employment for the women and children from early spring to late autumn. They did not earn much money, but were a jolly company, with their hop-tying, stone picking, cherrying, hay-making, pea and bean harvesting, gleaning, plume picking, hop picking, and mangold pulling. Not the up to date machines of today! There is a hop garden called Flint Garden. It has been growing hops since the days of Queen Elizabeth I without a break. If one looks at the Binman's knife now, one will see it is the same as weapons used in her time. I doubt if the farmers know the age of their Binmens tools which are used year after year. Again transportation plays a great part in hop picking. Gone are the days of fetching pickers in farmwagons, or traction engines with three trucks. These brought pickers from Dover, "what a ride!" Now there are motor buses to fetch and carry the pickers.

The modern outdoor employment for women is fruit picking. The good agricultural ground all round our village is planted up with strawberries, currants, raspberries, pears and apples, (early and late). It is a beautiful sight when all the blossoms are out, although the trees are pruned and sprayed with many washes, the farmers still revert to numerous hives of bees to pollinate them. These hives are hired from an apiary until the blossom is finished. Women when picking hops in the Bifrons Gardens were supplied with hot tea at lunch time; another kind thought of the Marchioness. This was carried on until the first world war.

stone. It was fenced off and it is now possible to see the place. The road leading to the Tumuli is now called Kingsley Lane and bears off to Gosley Wood by Flint Cottages. My husband and I were talking to some woodmen about these, and they then told us of the marks of the foundations of a large mansion in Gosley Woods towards the Kingston end. One can recognise this Park Farm with its beautifully made well and Wood Gate and Park Gate, which must certainly refer to the Park round this mansion.

Now a few reminiscences of the Dover Road. The famous Mile Stones could certainly tell us a lot if they could only talk. They had remained, (for all we know), just where they had been first erected, until 1940, when they were all taken up owing to the scare of invasion. These were replaced after the war, but I, for one, feel very cross that the Roman Numerals were not kept intact, as they were, cut into the stones. Our new generation have painted on our everyday numerals. They could at least have kept us this bit of history to show our many overseas visitors who pass along this road.

I will now give my memories of transport for 60 years, from 1896. Then, our connections with Canterbury were to walk or ride, We rode on solid tyre cycles, sometimes a penny farthing bicycle, tricycles, pony carts, or horse back. Best of all was the Coach, with its four in hand and Post Horn. This came from Folkestone to Canterbury daily and was driven by Mr. Scott, passing through the village between 12 and 1 o'clock, and returning between 3.30 and 4 o'clock. About 1900 a great tragedy happened to the Coach going round the bend at the Red House, Barham, (since by-passed). The Coach went over, and Mr. Scott was killed.



Coaching gave way to the Canterbury South Railway, and then buses and charabancs operated by the East Kent Road Car Co.

The Pilgrim's passed from the Dover Road by Gipsy Cottage, Cold Harbour Farm, Shepherds Close, Keeper's Cottage, through Patrixbourne, Hode or Hoad Lane as it used to be spelt, to Little Barton, and Spring Lane to the Cathedral. One can see how these names explained to the Pilgrims just what to find and where to rest. At Gipsy Cottage I expect gipsies were to be found. At Cold Harbour, it was very cold to rest. Shepherds Close, something warmer. Patrixbourne, with its Old Church, somewhere to rest and find comfort. Spring Lane, somewhere near by a spring to water the horses.

Along this road marched soldiers to be camped on the Downs during the scares of Napoleon; World War I and World War II. Each war had better equipped soldiers, but all to protect their country as their forefathers had done at "England's Hole". On this road in 1914, a road of thick chalky dust, not yet tarred, came a hundred or two of London Buses to be conveyed to France to transport our troops over there. Well after the first dozen passed by, the dust became a nuisance. The drivers were only used to clean London streets. The dust made them cough and sneeze, and they really thought that the Germans had put something on the road. Even the newspapers mentioned it.

We also had the Carrier's van . . . the Carrier used to get your town shopping for you. He never forgot any order and his charge was 1d. small, and 2d. large, per parcel. Later we had motor cars, very early vintage, to the most up to date makes, still travelling along this wonderful road. Motor buses also, from the large open bus with high backed seats like theatre seats. When it rained the driver pulled to the side of the road and adjusted a large hood over the passengers. Just think of our lovely luxury coaches going along this same road over which Roman Chariots travelled 2000 years ago!



Bridge's old Voluntary Fire Brigade proudly poses for a picture in the days when a motor vehicle was a rare sight in the village streets. Front left in the peak cap is Mr. Herbert Price, who still lives in the village.

The Kentish Gazette has chronicled Bridge down the years. This photograph and caption were published in a special feature in the mid 1930's.

Enough about the Dover Road. One has only to look above, and see the many sorts of aeroplanes to wonder at the advancement of transportation. In 1887 a wonderful means of transport came to the village. A Railway was made to link up Canterbury and Folkestone. Passing through the lovely Elham Valley, it was wonderful to see the country beyond, to Folkestone, and it was a link with London with day excursions coasting 5/- return. Many times I went that way to see the sights of London, until motor buses came past our doors, and deposited us in London. But alas, this Railway only lasted until 1945. Its last gallant use was to carry the invasion guns, using the track during the war.





Above: The picture of Bridge we are happy to lose; heavy traffic passing in the High Street in 1972. Picture courtesy of the Sunday Times.  
Front cover: The High Street photographed in 1872.

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Sports Day 1954 on Daddie Fagg's Meadow. The farm was demolished following his death and turned into the housing estate served by Western Avenue.

From extracts taken from an old directory by Samuel Bagshaw, 1853, 102 years ago, we learn that

"the Church at Bridge dedicated to St. Peter is an edifice with Nave, Chancel, side Aisles and north Transept, with a spire steeple. At the south east corner there are 3 bells under a circular arch; against the north wall of the Chancel are two rows of small imagery, beautifully carved in stone, the uppermost representing God the Father with several figures on each side; the lower one contains symbolical figures from the Old Testament. Underneath is the figure of a man lying full length with his hands uplifted. Another monument has the figure of a skull, with a snake entering in at one eye, and a hand with one finger pointing up to it, as if it had been the cause of the person's death. The Parish Register contains many entries from 1580-1660. The living has always been esteemed as a chapel to Patrixbourne. There is a Wesleyan Chapel in Dering Road in the village." (This was demolished in 1951).

"The free School is supported by subscription. There is an Infant's School chiefly supported by Mrs. Gregory of Bridge Hill House. The Bridge Poor Law Union, situated ¼ mile North of the Church comprehends 22 Parishes with a population of 10,943 souls. The Union House is a spacious brick fabric built in 1835 at a cost of £4,500, for the accommodation of 350 inmates. Additions and alterations have since been made making the total cost £5,000.

"The Board consists of 22 Guardians and 4 ex-officio Guardians.

Chairman . . . Charles Collard.

Surgeons . . . Mr. A Sicard, Mr. William Sankey, Mr. Thomas Sankey Cooper, Mr. Robert Cooper-Kersey, Mr. Frederick Harvey Sankey, Mr. Edward Long.

Relieving Officer, Mr. Charles Holman.

Clerk . . . Mr. William Forth.

Parishes included Adisham, Barham, Beakesbourne, Bishopsbourne, Bridge, Chartham, Fordwich, Harbledown, Hardres (Lower and Upper), Ickham, Kingston, Littlebourne, Nackington, Patrixbourne, Petham, Stodmarsh, Thanington, Waltham, Westgate Without, Wickhambreux and Womenswold.

Average weekly cost of indoor paupers for the quarter ending Michaelmas 1847 was 3/4½, of which sum 3½d. was for clothing".

My comments in 1955 are that the schools are now State owned and, are for children up to 11 years plus. Seniors can pass for entry to Grammar, Art and Technical Schools, and to the Secondary Modern School at Sturry. These children are conveyed by bus daily to the schools nowadays. The Primary School's Headmistress is Miss Seath. The Poor Law Institution is another great member of the Welfare State. It is now a people's hospital and nursing home for aged folk. The buildings are vastly improved and the residents are well looked after by a trained Matron, Miss Eborn, and trained nurses; and are given pocket money of 7/6 per week as well as good food and clothes. "The Close", as it is now called does not stipulate any parishes. Residents come from distances far and wide. I don't know the actual cost per person per week but it is far above the 3/4½ per week of 100 years ago. Again what a lot of Surgeons then, today there is one, Dr. Mercer of Littlebourne.



An imposing funeral cortege passing The Red Lion on the way to St. Peter's Church, April 1910.

Among Bagshaw's list of Public Houses, he names only "The Red Lion", "The White Horse", and a Malt House and Brewery which is now "The Plough and Harrow". The Post Office was at the "White Horse" and the tenant, Mr. Richard Sherrard was the Postmaster. One must remember that not many villagers could read and write in those days. There was a Miller, Mr. Johnson, a Tailor, Mr. Collard; Blacksmith, Mr. Fagg; Clock Maker, Mr. Hardiman; Saddler, Mr. Martin; Schoolmast, Mr. Richards.

When I came here in 1896 the Post Office was at the Grocer's Shop, Mr. Perry; Miller, Mr. White; Tailor, Mr. Stevens; Veterinary Surgeon, Mr. Howard; Blacksmith, Mr. Gilbert; Clock Maker, Mr. Billy Hardiman; Saddler, Mr. Taylor; Schoolmaster, Mr. Wye. Now is 1955, the Post Master is Mr. Roberts and the Post Office is in his own house. No Mill or Miller, no Tailor, no Vet, no Smith, no Clock Maker, no Saddler.

More extracts from Samuel Bagshaw's Directory of 1853 tell us that "Patrixbourne is a small village 3 miles south east from Canterbury, in a very healthy district with the Little Stour running through the Parish. Close to it in the valley is the Church Court Lodge and Vicarage near together. In 1841 there were 53 houses and 251 inhabitants.

2nd July 76

Continued from front page

# The battle of Bridge is over



The by-pass was ahead of schedule, but the Transport Minister, Dr John Gilbert, was 20 minutes late arriving to open it.



The message is clear from Dandy the pony with his four-year-old passengers, Serena Bartlett and Arran Finch, both of Bishopsbourne.

function, including a "valuable" by-pass round Canterbury.

"The by-pass I am about to open is a fine example of what road-building really can do," he said. "There is no doubt that in the past years Bridge has suffered considerably.

"Sometimes more than 700 articulated lorries have poured through in a day. There have been 34 accidents in or near Bridge in the last three years alone — a terrible and sobering thought.

"It is important to remember that the higher the design standard to which a road is built, the safer it will be. With 6,000 people being killed unnecessarily on our roads every year, and tens of thousands more being seriously injured, this is no unimportant consideration."

Dr Gilbert continued: "As for Bridge, now that the bulk of the traffic which has been tormenting the village the past several years will be removed, it can return to the peace and calm which it deserves — and used to enjoy.

"But the by-pass will benefit not only Bridge. Though only 2¾ miles long, it is an important link in the comprehensive improvement of the A2 trunk road and will play its part in helping British industry take its goods more efficiently to the Channel ports; thus, as with most road building, there are local environmental benefits and national and regional economic benefits that we shall all enjoy.

"Of course, not everyone is pleased by road building. I do think, however, that we have now developed a range of procedures and measures which go a long way to smoothing out the major difficulties. We try to see that those who are affected by a new road are involved in the planning

process — both through public consultation exercises and public inquiries.

"Where members of the public are directly affected by a new road we have a number of measures — such as direct compensation and noise insulation — which help to mitigate any disturbance that has occurred. As to the road itself, we do our best with careful landscaping to see that it fits in with and even enhances the countryside through which it passes."

Earlier, Brig Ivor Hollyer, the chairman of Mears, the main contractors, pointed out the project, which also included five bridges and access roads, was finished two months ahead of schedule.

This was due to the first class co-operation between all those concerned with and involved in the project, particularly residents of Bridge and other villages.

The builders had tried to keep disturbance caused to a minimum and the aesthetic and conservation considerations given to the road made it a project of which the present and future generations could be proud.

He said everyone was aware of the economic and financial pressures on the Government and country and much of our success in overcoming these problems would depend on our ability to achieve a satisfactory balance of payments. This would not be achieved without an efficient and viable transport system, said Brig Hollyer.

The County Council chairman, Cllr John Waite, said there were still improvements to the A2 to be completed. The council was responsible for nearly 5,000 miles of roads and 4,000 miles of bridlepaths and footpaths.

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# Kentish Gazette

FRIDAY, JULY 9, 1976

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## Kent Show is set for success

Everything is set for next week's Kent County Show to be a rip-roaring success. For the first time, the show will last three days, Thursday, Friday and Saturday.

The permanent showground at Detling will be crammed with stands, stalls and exhibits, and there will be all the usual features.

Summing up the show prospects, the secretary, Mr John Hendry, said: "The trend is all up on last year. With the introduction of a third day it could be the best show at Detling yet."

Overall livestock entries are up on previous years, with a considerable increase in Friesian cattle and horse entries. After an absence of three years, live pigs will be seen again.

Trade stands were fully booked several weeks ago. There is now a waiting list and inquiries are still coming in. The layout of the stands had to be redesigned in places to accommodate the 250 exhibitors — the highest number ever at Detling.

### Far bigger

A complete revision of the show jumping competitions to allow classes for all grades of horses has resulted in nearly 700 entries. Over £2,000 prize-money is being offered for the 13 jumping and two dressage competitions.

Emphasising the agricultural aspect of the show, the National Farmers' Union participation is far bigger this year. In addition to their annual Cherry and Soft Fruit Show, they are also responsible for another large exhibition illustrating the story of the loaf of bread.

For the first time, a commemorative cover, to be franked with a special show-ground stamp, will be on sale over the three days.

Attractions for the family on Saturday will include many old favourites such as the cattle parade, flower show, hot air balloons and traction engines, as well as new features — a pageant of archery through the ages, dog show and donkey racing.

One of the highlights of the women's section will be the Kent-East and Kent-West Federations of Women's Institutes' stand.

This has been craft year in East Kent and there will be an exhibition of miniature rooms made by individual members and institutes. Patchwork demonstrations will be given, using

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Bridge has the chance to build a united community following the opening of the village by-pass, the Bishop of Dover, the Rt Rev Anthony Tremlett, said on Sunday.

He was preaching at St Peter's Church, Bridge, at a service of thanksgiving for the new road.

With the by-pass opening Bridge had a really great opportunity, he said. This was the village's chance to build a united community where social, political and all other divisions ceased to matter.

It needed to be a community where no-one was left out. He said the village was full of people of goodwill and if they could be persuaded that all great fires were kindled from one small spark there could be movement towards a better and kinder world started in the village.

We lived in a divided world, he said. There were divisions at every level, political, social, ethnic and religious. There were also more subtle divisions and Bridge knew well the divisive nature of life in the past years when traffic roared through the middle of its community.

The village was a natural

THE THUNDER of the juggernauts was forgotten at Bridge on Saturday where crowds of villagers thronged the old A2, where once even angels feared to tread. The coming of the new by-pass was celebrated with noisy and joyous revels that lasted well into the night.

Part of the High Street was closed and the Plough and Harrow public house stayed open all afternoon. As the crowds poured in and the queue to the bar spilled out across the street it was easy to forget that this was former T11 territory, the street you never crossed without crossing your fingers first.

Everybody and everything looked happy. Villagers opened their windows, once permanently closed against the dirt and dust from lorries, and let in the sunshine and the atmosphere.

The High Street houses sported gaily-coloured bunting and gardens and side roads overflowed with stalls, sideshows and craft exhibitions.

The Wansum Morris Men and members of Rams Gate Folk Dance Club got the afternoon off to a spirited start with dancing in the street. It was a fitting end to the juggernaut war, but the dancing was more symbolic than spontaneous.

Spectators in their shorts and dresses clapped warmly at the dancers braved the blazing heat.

The festivities continued with a parade down the High Street, led by riders from the Bursted Manor Riding Centre. They heralded the arrival of Canterbury's MP, Mr David Crouch, who rode in a pony and trap with Mr John Purchase, former chairman of the A2 Group, and its secretary Mr Brian Lewis.

A second pony and trap carried the Deputy Mayor and Mayoress of Canterbury, Cllr and Mrs Herbert Buckworth, and Mrs Margaret Young, chairman of Bridge Parish Council.

Next came a number of vintage cars — from a 1907 Humbrett to a 1932 Bentley — followed by the only modern vehicle allowed to infiltrate the parade, a new Rover 3500 supplied by Barretts of Canterbury.

About 150 adults and children entered the fancy dress competition and filed past the delighted crowds before being judged.

No parade is complete without a band and majorettes. The Band of the 5th Bn, the Queen's Regiment, and the Carousels, from Canterbury, filled the roles admirably and later gave separate displays in the High Street.

### THE PEOPLE



Flapper Kathryn Hodgson and Sweep Susan Horne took part in the procession.



### RESULTS

Art: Adults, 1 Mrs J. Morgan, 2 Mr Dermot Stewart, 2 Mrs R. Dawson, 11 to 18 years, 1 Susan Foster, 2 Nicola Hopper, under 11, 1 Julia Clark, 2 Christopher Boddington, 3 Richard Hopper.

Photography: Adults, 1 Mr Hugh Buckhurst, 2 Mr E. Emble, Mr R. Morgan, under 16, 1 David Buckmaster. Fancy dress: Over 11, 1 Julia and Alexa Clark, 2 Sally Curtis, 2 David and Michael Farley, five to 10, 1 Gerald Stewart and Jimmy James, 2 Susan and Sarah Martin, 3 Sandra, Holliday and Diane Egoh, highly commended, Gary Henates and Jane Mummary, under five, 1 Timmy and Catherine Hawkins, 2 Bernice Windley, 3 Abigail Stanton, highly commended, Debbie Henates and David Westcott.

Stallholders included: Potter's wheel, Mrs Beryl Chalk, antiques, Mrs June Falcke, Mrs Barbara Holland, Jewellery, Mrs Bernice Roblin, painted signs, Mrs June Martin, commemorative mugs, John Martin, strawberries and cream, Mrs Ruth Dawson, tombola, Hugh Buckhurst, lucky dip and bran tub, Mrs Phyllis Leaney and the Girl Guides, bowling, Jeremy and Andrew Pratt, roll-a-coin, John Wither, Mrs Maureen Wisner, darts, Martin Vye, Roger Clarke, fishing, Stuart, Lancashire.

Wheel of fortune, Maurice Raraty, Mrs Dorothy Raraty, David, Michael and James Raraty, pick-an-egg, Hugh Bodger, Mrs Rosemary Bodger, penny-in-a-bucket, Simon Wood, Mrs Marion Wood, Joanna and Alexander Wood, electric wire, Mrs Bridget Hawkins, by-pass game, John Mercer, tea, Mrs Betty Anderson and Bridge Young Women's Institute, children's tea-party, Mrs B. Holliday, and helpies, Mrs Carolyn Clarke, produce, Gill Ash and Bridge and District Horticultural Society.

Lucky numbers, Jack Loft, Tony Pratt, John Hill and Bridge Tennis Club, hoop-la and throwing the sponge, Miss Rose Ash and Orange Old Students' Society, bridge squares, Mrs Joan Mitchell, Mrs Jane Lovelock, crisps, Mrs Anne Clark, Coca-Cola, Mrs Diane Hopper, buttonholes, Mrs Margaret Ashdown and the Brownies, programmes, Mrs Jenny Vye, dress awards, Mr John Anderson.

The judges included: Fancy dress, Mrs Eileen Greenwood and Mrs Olive Knight, decorated by Cllr Herbert Buckworth, the Deputy Mayor.



Arriving for the opening ceremony in a governess' cart, the Deputy Mayor and Mayoress, Cllr and Mrs Herbert Buckworth, and Bridge Parish Council chairman, Cllr Mrs Margaret Young.



Local artist Mrs June Martin with her stall selling painted stones, pottery and other goods.



## Disgusting state of lavatories

The 43 public lavatories in the Canterbury, Herne Bay and Whitstable areas are in a disgusting state Cllr Mrs Gwen Fortune, admitted at last Wednesday's City Council meeting.

"I have visited them all and they are in a disgusting condition," said Cllr Fortune, who is chairman of the Coastal and Environmental Health Committee, which is responsible for public lavatories.

Cllr Jack Holgate (Herne and Greenhill) wondered if the two extra cleaners now being used had made things any better. He also wanted to know when a request for a third cleaner would be considered.

Cllr Mrs Fortune replied: "I'm told there is not a great improvement with just two extra cleaners and in view of all the complaints from the coastal areas, I don't know that three extra cleaners will be enough."

She thought more supervision might be the answer but said more cleaners would be needed "if we are to be known as a clean city in the coastal area."

Cllr Leslie Stockwell (Herne Bay Hampton and West Cliff) complained: "The trouble is that the man who sat all day rubbing the brass has gone. Gone are the days when our public lavatories could be compared very favourably with a London clinic or an operating theatre."

said Cllr Mrs Fortune: "There are 43 lavatories in the area and looking after and cleaning them has produced a large number of problems."

## Where should council meet?

By holding its December meeting at the University's Senate House Canterbury City Council will deny the public the right of attending, it was claimed at last Wednesday's council meeting.

Somewhere in Herne Bay or Whitstable would be a much better venue, said Cllr Jack Holgate (Herne and Greenhill), who was also worried that if the public did turn up at the Senate House there would not be enough seats for them and the council and its officers.

The meeting should be somewhere easily accessible to public transport if anyone did decide to go, he added.

It was a good chance to have a City Council meeting somewhere in the area away

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FRIDAY, JULY 9, 1976

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Purchase, Mrs Young, the headmistress, Miss Wendy Tomlin, who organised the exhibition, the PTA chairman, Mr Dermot Stewart, Mr Eric Hawkins, Mr Ray Fisher, Mr Chris Westcott, Mr John Wilsner and Mr Pat Lovelock.

The money raised by the bonanza is to be divided between school funds and a project for the village.

### RESULTS

Art: Adults, 1 Mrs J. Morgan, 2 Mr Dermot Stewart, 3 Mrs R. Dawson; 11 to 18 years, 1 Susan Foster, 2 Nicola Hopper; under 11, 1 Julia Clark, 3 Christopher Boddington, 3 Richard Hopper.

Photography: Adults, 1 Mr Hugh Buchanan, 2 Mr P. Ekins, 3 Mr M. Morgan; under 18, 1 David Buckmaster. Fancy dress: Over 11, 1 Julia and Alex Clark, 2 Sally Curtis, 3 David and Michael Rarley; five to 10, 1 Gerard Stewart and Jimmy James, 2 Susan and Sarah Martin, 3 Sandra Holliday and Diane Egob, highly commended, Gary Benies and Jane Mummary; under five, 1 Timmy and Catherine Hawkins, 2 Bernice Windley, 3 Abigail Stanton, highly commended, Debbie Benies and David Westcott.

Stallholders included: Potter's wheel, Mrs Beryl Chalk; antiques, Mrs June Falcke, Mrs Barbara Holland; jewellery, Mrs Bernice Robin; painted stones, Mrs June Martin; commemorative mugs, John Martin; strawberries and cream, Mrs Ruth Dawson; tombola, Hugh Buckhurst; lucky dip and bean tub, Mrs Phyllis Leaney and the Girl Guides; bowling, Jeremy and Andrew Pratt; roll-a-cola, John Wilsner, Mrs Maureen Wilsner; darts, Martin Vye, Roger Clarke; fishing, Stuart Lancashire.

Wheel of fortune, Maurice Rarley, Mrs Dorothy Rarley, David, Michael and James Rarley; pick-an-egg, Hugh Bodger, Mrs Rosemary Bodger; penny-in-bucket, Simon Wood, Mrs Marion Wood, Joanna and Alexander Wood; electric wire, Mrs Bridget Hawkins; by-pass game, John Mercer; tea, Mrs Betty Anderson and Bridge Young Wives; old people's tea-party, Bridge Women's Institute; children's tea-party, Mrs B. Holliday and helpers; cakes, Mrs Carolyn Carter; produce, Gill Ash and Bridge and District Horticultural Society.

Luck's numbers, Jack Left, Tony Pratt, John Hill and Bridge Tennis Club; hoop-la and throwing the sponge, Miss Kate Ash and Bridge Old Students; Crib; orange squash, Mrs Judith Mitchell, Mrs Jane Lovelock; crisps, Mrs Anne Clark, Coca-Cola, Mrs Diane Hopper; buttonholes, Mrs Margaret Ashdown and the Brownies' programmes, Mrs Jenny Vye, public address, Mr John Anderson.

The judges included: Fancy dress, Mrs Ellen Greenwood and Mrs G. G. Knight; decorated paper, Cllr Herbert Buckworth, the Deputy Mayor.



Arriving for the opening ceremony in a gouvness' cart, the Deputy Mayor and Mayoress, Cllr and Mrs Herbert Buckworth, and Bridge Parish Council chairman, Cllr Mrs Margaret Young.



Local artist Mrs June Martin with her stall selling painted stones, pottery and other goods.

## Disgusting state of lavatories

The 43 public lavatories in the Canterbury, Herne Bay and Whitstable area are in a disgusting state Cllr Mrs Gwen Fortune, admitted last Wednesday's City Council meeting.

"I have visited them all and they are in a disgusting condition," said Cllr Fortune, who is chairman of the Coastal and Environmental Health Committee, which is responsible for public lavatories.

Cllr Jack Holgate (Herne and Greenhill) wondered if the two extra cleaners now being used had made things any better. He also wanted to know when a request for a third cleaner would be considered.

Cllr Mrs Fortune replied: "I'm told there is not a great improvement, with just two extra cleaners and in view of all the complaints from the coastal areas, I don't know that three extra cleaners will be enough."

She thought more supervision might be the answer but said more cleaners would be needed "if we are to be known as a clean City in the coastal areas."

Cllr Leslie Stockwell (Herne Bay, Hampton and West Cliff) complained: "The trouble is that the man who sat all day rubbing the brass has gone. Gone are the days when our public lavatories could be compared very favourably with a London clinic or an operating theatre."

Said Cllr Mrs Fortune: "There are 43 lavatories in the area, and looking after and cleaning them has produced a large number of problems."

## Where should council meet?

By holding its December meeting at the University's Senate House Canterbury City Council may deny the public the right of attending, it was claimed at last Wednesday's council meeting.

Somewhere in Herne Bay or Whitstable would be a much better venue, said Cllr Jack Holgate (Herne and Greenhill), who was also worried that if the public did turn up at the Senate House there would not be enough seats for them and the council and its officers.

The meeting should be somewhere easily accessible to public transport if anyone did decide to go, he added. It was a good chance to have a City Council meeting somewhere in the area away

THE PEOPLE

traditional and modern methods. Examples of members' work will be displayed.

A cookery exhibition will give special emphasis to the preservation, bottling, etc of food, showing quick methods and illustrating common errors.

Market stalls will have preserves, bread, cakes and handicraft goods for sale. Refreshments will be served throughout the three days.

The entrance charges will be: Thursday, £1.80, children 80p; Friday, £1.40, 70p; Saturday, £1, 50p; car parks, 50p.

community and he added 'may you rise to the challenge because you have proved that you can.'

The service was conducted by the Vicar, Canon Colin Perry, and was attended by representatives of the Roman Catholic and Free Churches. Fr Bernard Hegarty, of St Thomas' Roman Catholic Church, Canterbury, and the Sheriff of Canterbury, Cllr Jack Snell, read lessons.

During the service, a new processional cross, given by City Council member, Cllr Tim Hoare, was blessed by the Bishop.

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Dressed to kill in the decorated pram race.



Waiting for the procession, Philip Harvey and Mark and Graham Daniels.



Jane Mummery (right), who was highly commended in the fancy dress parade, and Helen Pack.



Cameraman getting a bird's eye view of the Bonanza procession, Mr Norman Fowler on the roof of his home.

Declaring the bonanza open, Mr Crouch praised the people of Bridge for working together to get their by-pass A2 Group, they had made a really magnificent effort and showed that it was still possible for people to help themselves.

'I believe you have set an example of how Parliament and Government can be influenced by the will of people who want something done and are determined to get it done,' said Mr Crouch.

Thanking him, Mr Purchase said the by-pass was a direct result of the work Mr Crouch had done on behalf of the village.

The decorated pram race was the next hilarious highlight of the afternoon and was won by members of Canterbury Rugby Club. The prize for the best decorated pram went to the entry from Mears Construction - main contractors of the by-pass.

While the emphasis in the High Street was on old-fashioned entertainment, an exhibition on Bridge through the ages in the village hall took visitors right back to the Bronze Age.

Drawings and models showed how the earliest settlers lived and recent photographs provided a grim reminder of what the village was like before the by-pass was built.

Children from Bridge Primary School contributed much of the material, including some bright and bold collage pictures of the High Street.

Entries in the art and photography competitions, on the theme of 'the Bridge scene' were also on display.

Visitors of all ages were catered for in the Vicarage driveway as the elderly were invited to a tea party, while at nearby Green Court, there was another party for the children of the primary school. Later the children took their turn to do some entertaining with a display of maypole dancing.

Other attractions included an antiques market, by-pass commemorative mugs, a dustbin race and a barbecue in the evening.

The bonanza was the idea of the primary school's Parent-Teacher Association, whose members called in other villagers to form a By-pass Bonanza Committee.

On the committee were Mr

## Amenities Officer fined

Canterbury's City Amenities Officer, Bill Preston, was fined £20 by magistrates at Canterbury on Friday after he wrote admitting ignoring a Keep Left bollard in St Dunstan's Street on May 4.

Insp David Pemble told the court Preston overtook a bus near the junction with London Road. In doing so, he went round the wrong side of a Keep Left bollard in the centre of the road.

In his letter Preston, of 19 Wychling Close, Canterbury, said the bollard had been completely obscured by the bus and he did not know it was there until his passenger pointed it out.



The Gray family, in the High Street, watches the procession go by instead of heavy lorries.



Fifty years of hop-picking was celebrated in the fancy dress parade by Mrs Rose Wonfor.



A smile from Shelley James before the procession moved off.



Young entrants in the fancy dress parade compare notes: Tracey Churchward, Alison Sinnock, Claire Westcott.



Another fancy dress entrant, Eleanor Flavell.

from Canterbury Whitstable or Herne Bay were the obvious choices. The leader, Cllr Arthur Porter, said the council meeting was hardly likely to be the biggest attraction in the area at Christmas.

'There were 92 seats available in the Senate House, extra chairs could be provided and if as many as 30 seats for the public were made available it was unlikely they would all be used.

If the council decided to rotate its place of meetings then that was another matter. So far it had not done so, it would be very nice to hold meetings elsewhere — 'perhaps Barham, Kingston or Womenswood' — but the University had offered the Senate House, a generous gesture that ought to be accepted.

The council agreed that the December meeting should be held at the Senate House.

# Remnants

## Carpets Soft Furnishings Dress Fabrics

2

Marked Sale Price

## and Oddments

Many items further reduced

SKIRTS by Rodier of Paris When perfect £22	£ 2.95
POLO NECK TOPS by Alison Jane Usually £4.95	£ 2.50
SLACKS by Alison Jane Usually £8.50	£ 4.25
3 PIECE SUITE Traditional Style in Rose Dralon Slightly shop-soiled R.S.P. £359	£149

1st day tomorrow

## Ricemans

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No more bustle for Bridge, just an award in the best-kept village competition.

## Hernhill the county's best kept village

HERNHILL, with a population of under 1,500, has been chosen as the best kept village in Kent for 1976 — the first time it has won the title. It has been runner-up three times. This year it beat 69 other entries for first place in the competition, organised by the Kent branch for the Protection of Rural England.

Mr Percy Judges, clerk of Hernhill Parish Council, said the event was judged during the village's busiest time when residents were on the farms, but the dry weather had helped by keeping the grass down. A working party tidied the churchyard and litter was cleared from the playing field.

## Prize for Bridge as well

Another winner, for the class with over 1,500 population, was Bridge, the village which has hardly seen a juggernaut since June 29 when the by-pass was opened.

The award has proved what residents knew all along, that Bridge is a quiet place to live.

"Until recently, we have been working against insuperable odds, the noise and debris of heavy traffic," said the chairman of the Parish Council, Cllr Mrs M. A. Young.

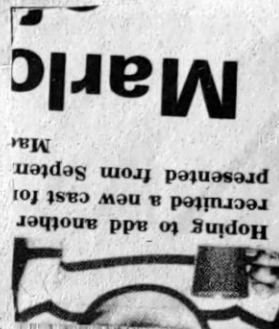
"The fact that the traffic has now stopped has given us new hope. We feel it is now worthwhile working on window boxes for instance. The by-pass has given us a new boost."

Bridge, which enters the competition every year, has won a second prize before, but steps taken this year to

improve the look of the village have paid off.

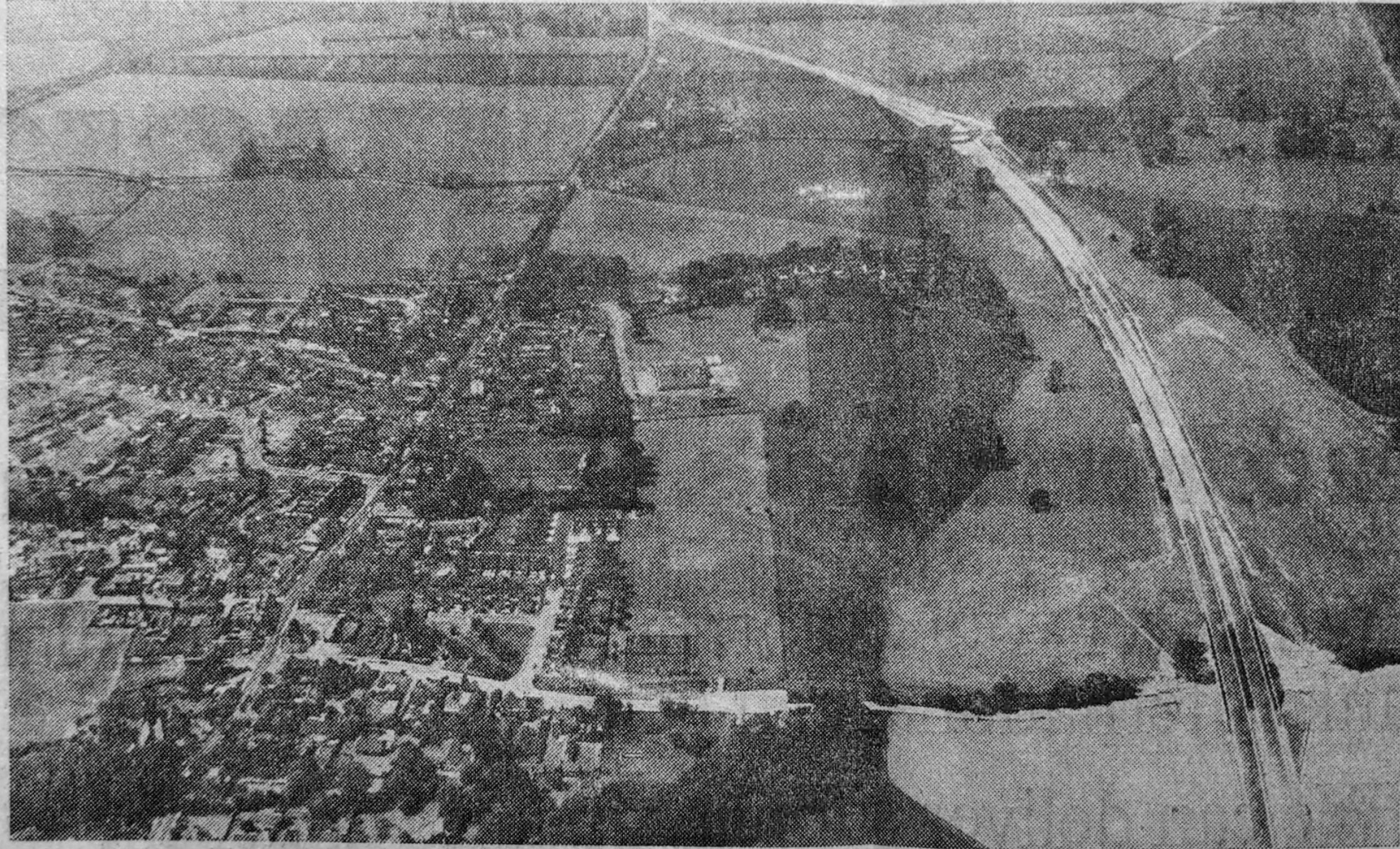
"The village is looking better now, the houses have been painted and cleaned and we have a feeling of pride in the place.

"We have spent a lot of money on the recreation ground where the tennis courts were opened last year and we are levelling the ground to get a football pitch," said Cllr Mrs Young.



Hoping to add another recruited a new cast for presented from Septen





**Village by-pass:** Few road improvements will produce more delight and relief than the two-mile road bypassing the village of Bridge in Kent, to be opened tomorrow by Mr Gilbert, Minister for Transport (our Planning Reporter writes). The village lies on

the A2 London-Dover road, and its narrow High Street has been one of the most notorious and dangerous bottlenecks in Britain. The road was approved in March, 1974, after a 12-year campaign by villagers who several times disrupted holiday

traffic and once travelled to France to urge Continental lorry drivers to complain about the dangers. Work began 22 months ago and was completed two months ahead of schedule. The cost is estimated at £3,200,000.

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## War on earth

IT IS tragic that the completion of America's last and most important moon mission should coincide with the heaviest air attack on North Vietnam since the war began.

In space, peaceful exploration; on earth, death and destruction.

Perhaps among the astronauts and scientists who have been to the moon should have been a poet, whose mission would have been stargazing—standing among the craters, feet in the orange dust, and to express human feelings about the enormity of space and the comparative smallness of earth.

Then the Apollo projects might also have succeeded in putting worldly issues in a cosmic perspective. This is not to undervalue the scientific achievements, only to plead that they be given a further dimension.

Sadly, Apollo 17 has not generated the excitement and drama associated with the first moon probes. The splashdown south-east of Samoa had the inevitable appearance of a space adventure programme in which it is difficult to separate fact from fiction.

Regrettable also, this was the finale of a lunar programme begun 11 years ago. If it was the most scientifically rewarding, will it be left to the Russians to capitalise on the findings?

Many ask if the vast expense has been justified? Yes, if the spin-off in electronic developments and scientific research can be harnessed to bring benefits to people



# Monster invasion

"I've come to ask you about juggernaut lorries."

"Get out of here!" screamed the civil servant at the British Delegation to the EEC in Brussels. "If I ever hear that word again . . ."

The subject is the most vexed in the whole area of British-Common Market relations.

It has created more ill-will, complaints, grumbles, sulks, accusations and political backbiting than anything else that readily comes to mind. It represents Britain's first major clash with the Community even before Britain is inside.

"For 10 years—no, for 20 years—no, since the war we've wrestled with transport policy in Europe," a spokesman at the EEC's headquarters in Brussels explained emphatically.

"And finally, in May this year, at last we reached a settlement. Before that the French, Belgians and Luxembourgers had held firmly to the line that lorries must be permitted to have anything up to 13 tons axleweights."

The Germans, Dutch and Italians were in favour of limiting this to 10 tons. After all those years of hard negotiations we reached this compromise of 11 tons.

## A check

"And now the British step in and say no, they won't have it. And they're not even in the Community yet. Well, some people think they've a check."

The British, on the other hand, clearly feel that the Community members, and in particular the French, are more than a bit saucy.

"If they've spent all these years wrangling over the problem," retorts David Peel, the British transport specialist at Brussels, "what's the hurry in trying to rush the decision through now? The simple fact is that they are trying to ram it down our necks and impose their standards on our roads."

The subject of what limitations ought to be imposed on the weight of the big lorries was scheduled to be discussed at a Council of Ministers meeting in Brussels next Monday—the last chance to finalise it before the three acceding countries, Britain, Ireland and Denmark, had the votes which will be rightfully theirs from January 1.

Mercurially, the meeting will now not

take place because of the current civil servants' strike there and the decision will now have to be postponed until next year—when we'll be inside.

At present the British don't allow lorries with an overall weight of more than 32 tons or with axleweights of more than 10 tons.

There is an impression around Brussels that the British, along with the Danes, are only putting up a big political performance to show the folks back home that they're not going to let these foreign chaps make the club rules, whereas in fact by 1980 it will all be the same anyway: the juggernauts will still be on the roads.

The rate at which heavy lorry traffic has been increasing over the past few years certainly gives credence to the notion that the juggernauts are here to stay. At the present limit of 32 tons still permits a lot of very big vehicles.

Between 1961 and 1971, for example, road freight in this country went up by 60 per cent; each year 17,000 more heavy freight vehicles go on the road.

At the peak time of the year there are some 85 daily sailings each way across Channel of roll-on, roll-off ferries crammed with cars and lorries.

At Dover or at Calais, at Southampton or at Zeebrugge, every day now you will see long lines of gigantic trucks piling into, or being disgorged from, the big ferries.

The kernel of the problem becomes clear, however, when you actually take a ride on the continent on a juggernaut. Skirting over the broad face of Flanders, with its long straight wide roads, its neat houses set well back from the highway, is a vivid contrast from rumb-

ling through the picturesque villages of Kent where, each minute, you believe you're going to topple into someone's front parlour.

A driver called Sid, whom I met among a ferry-load of juggernauts and their drivers last week, told me that the setting of houses on the Continent was, in his view, at least as important as the structure of the roads.

"I go through a couple of little villages in Holland which are comparable to English villages; they're obviously too small to take the lorries comfortably, but still, the houses never seem to be crowding you in the way they do in Britain.

"But you know the funny thing is," Sid reflected, "some of the smaller Belgian roads are terrible. I suppose they're terrible from so much traffic." Well, that's the point.

I took a lift in a large Romanian lorry from Brussels to the Belgian coast last week, and then, from the English coast to London, in a large British one. The Belgian journey was completely straightforward and, aside from the fact that conversation with the driver was limited by the paucity of my Romanian, very enjoyable.

Whizzing along the motorways at 45 mph, perched high in the cab of a juggernaut is one of the best ways of seeing the countryside.

At Zeebrugge, you go straight to the point of departure over a wide road skirting the little town.

Alighting from the ferry at Dover, as the passenger of a kind Norfolk driver, Maurice Carman from King's Lynn, seemed to me murderous.

"Good job I've got medals for lorry-driving," Maurice said cheerfully as he

## Mary Kenny reports from the battered roads between Britain and the Common Market

manoeuvred his 50-ft-long, 32-ton heavy, four-axled truck around the tiny exit road from the dock. Thundering through the high street of Dover, a peopled shopping street, with dogs and children crossing the narrow-looking roads Maurice remarked: "From here to Canterbury it's a terrible patch. You can see why people object. You can see why they're so fussy about the law, too." The officials at Dover had carefully scrutinised the size of each vehicle as it passed through.

All the way up to London, we passed fellow-trucks on their way down to the coast to catch the next ferry over. At Bridge, famed now for the way in which the juggernauts have upset the town, I thought we wouldn't scrape by a large German lorry.

You peer down on the toy-like Kentish towns, many of which appear to be built on the kerb, and shudder.

Paul Lemoine, the Belgian transport specialist at EEC Commission, thinks that the compromise which will be reached will be that the British will simply have to map out a structure of highways for the juggernauts.

## Tremendous

"It would be difficult to ask the French, who have made a great concession in coming down from their 13-ton axleweight limits to 11 tons, to do more. They have made tremendous efforts."

The infrastructure of French transport policy is pitched to the 13-ton limit, and their big hauliers, notably Berliot, construct their profitable lorries, which go all over Africa and the Middle East, to take 13-ton axleweights.

But the British appear adamant, well, half-adamant.

"It's true that we are on thin economic ground," admits David Peel. And he concedes that we have set no final limit on the overall eventual weight of the juggernauts.

It is conceivable that we might agree to go up to a 40-ton limit; but not to any higher axleweight than 10 imperial tons (10.16 metric tons). It is the weight on the axles that actually wears down the roads.

Which is a fine thought for the Ministry of Transport, but not much comfort to the people of Bridge.









Inspector Charles Baldwin, in charge of the country district around Canterbury, warns the sit-down protesters at Bridge on Sunday that the demonstration must end.



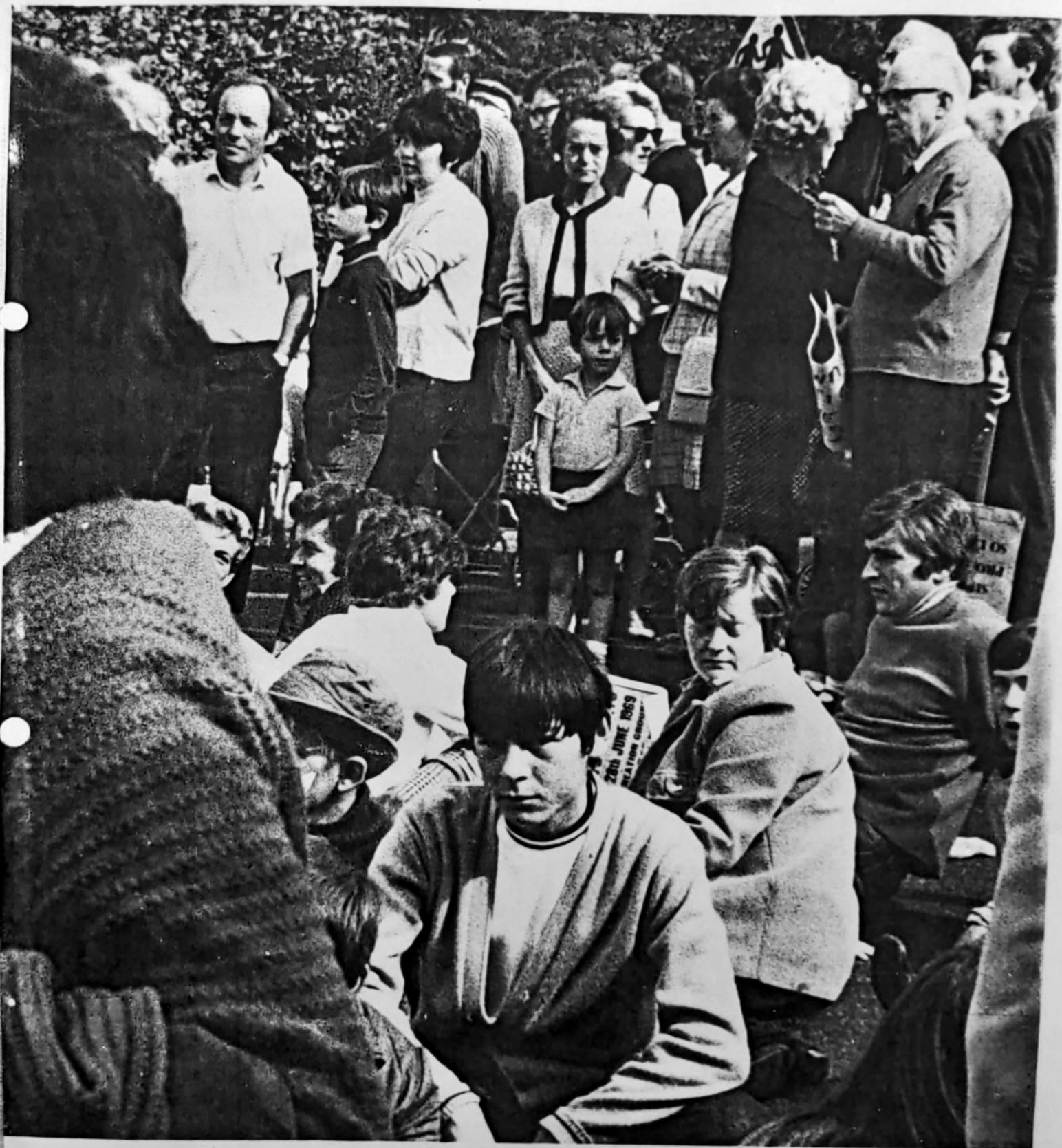
The gentle arm of the law gives a youngster on a cycle and a lift to a sitting protester as Police begin to clear the A2.



Cllr. Ross sips water to take a pill for his heart trouble and tells Police he cannot be moved for 10 minutes.



Leader of the protest, farmer Cllr. Alfred Ross, addresses the 100-plus villagers from Bridge and Boughton.



# East Kent Diary

edited by Desmond Connolly

## RING OUT THE BELLS

CANTERBURY may be a city of arches, but as far as their bells are concerned we do not know enough of them, says the City Architect, Mr Berblers.

"We have many churches in Canterbury, but why are they silent?" asks Mr Berblers. "Million on peal of bells is attractive and adds to the scene."

When he designed the pedestrian scheme for Canterbury, says Mr Berblers, he had in mind an area which would be used to bring music into the heart of the city. He envisaged a street organ something like that which would be played in the street and heard in the area off it. It would add life and colour to the scene.

Do you know why Canterbury church bells are so silent? Would you like more of them in St George's Street?



Mr Norman Clarke

## Clarksons branch out

FOR almost four years in Canterbury, Clarksons, the insurance brokers, have decided the time is right to start looking for business in the city.

And to help them they have engaged a former chairman of Canterbury and District Insurance and Table, Mr Norman Clarke, of Scribarum, Bleam...

# New Dean prepares for his historic Cathedral role

AS CANTERBURY prepares to welcome its new Dean, Canon Victor de Waal, in September, he is trying to form his own picture of our city as he continues his present work 200 miles away in Lincoln.

Visiting the new Dean at his home in Lincoln, it is easy to see that he and his family are sure to make friends quickly in Canterbury. They, like their predecessors, the Whit-Thomsons, are a young family group and the large Canterbury Deanery will never be short of life.

Aged 47, Canon de Waal will be one of the youngest deans in the country and knows that he will have to rely a great deal on guidance from others. That said, he also accepts that he will be the leader of the Cathedral team and is determined not to shirk that responsibility.

He and his wife, Esther, have become very much part of Lincoln life since they moved there seven years ago. Both enjoy meeting a wide cross-section of people and the relaxed and friendly greeting they gave me shows that they are the perfect hosts. One immediately feels at ease with them and their four sons, Thomas, aged nine, Edmund (11), Alexander (13) and John (14).

As we sat in the garden of their Lincoln home, two of the boys played croquet, another read and Mrs de Waal was sewing: A family scene and one that they are determined to keep up in Canterbury.

Their Lincoln house is not as large as the Deanery, but has a beautiful drawing room which Canon and Mrs de Waal put to good use. They have had recitals there and recently staged a mini production of A Man for All Seasons in the room.

They obviously make as much use of the house as possible and one senses they will do the same at the Deanery, just as Dean and Mrs White-Thomson did.

Their circle of friends in Lincoln is as wide as they have been able to make it and Canon de Waal's work as a Residential Canon and Chancellor at Lincoln Cathedral has given him the opportunity of meeting that great cross-



The new Dean

Among his interests outside the Cathedral have been the Lincoln Society (similar to the Canterbury Society), Marriage Guidance Council, Institute of Religion and Medicine and clergy and social workers' groups.

The couple are sad that Lincoln no longer has its own theatre but are keen supporters of the flourishing regional arts association.

Of this great variety of interests, Canon de Waal says: "While here, we have that there is a very wide-spread search for a meaning in life; a search in Christian terms, an authentic spirituality, a way of prayer, a holiness which is not separate from the world.

"People all over Western Europe are turning to the Eastern religions for this very largely because Christian religions seem to have forgotten how to speak their language. "Canterbury, as a holy place, has always had millions of pilgrims, and the city has an opportunity to try to meet those needs, which people feel unconsciously. "I think people are longing for some clear affirmation of Christian belief, not in a doctrinaire way but as a genuine option in finding our way through the opportunities and sufferings of this life. I would hope that in a cathedral there would be a genuine open concern for matters of truth and falsehoods in our world and what Christians have to say about that."

Of his move to Canterbury, Canon de Waal says: "I think it would be wrong to arrive with a preconception. "Christianity is an international religion."

Canon de Waal, the Archbishop has his own role to play.

"My specific function," he continues, "is to enable people to contribute what they have to give. What my contribution will be remains to be seen, because so much depends on what other people are already doing.

"Do not underrate the value of sound administration, which is very much part of Ministry.

"One is very conscious of the immense trust which is put in cathedrals by so many people, who rightly have great hopes and expectations in them. People give generously, both in their time and in their money, to cathedrals and it is our real responsibility to see that this is properly and best used.

"One can really only ask people to support the Cathedral, both financially and with voluntary work. If together one has some idea of the real needs of men and women today and how the Cathedral can meet those needs.

"For example, I should have thought it was true to say that there is a very wide-spread search for a meaning in life; a search in Christian terms, an authentic spirituality, a way of prayer, a holiness which is not separate from the world.

"People all over Western Europe are turning to the Eastern religions for this very largely because Christian religions seem to have forgotten how to speak their language.

"Canterbury, as a holy place, has always had millions of pilgrims, and the city has an opportunity to try to meet those needs, which people feel unconsciously.

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Of his move to Canterbury, Canon de Waal says: "I think it would be wrong to arrive with a preconception. "Christianity is an international religion."



A peaceful scene in Bridge High Street in 1935. Although there are no cars or lorries in sight, the village was already beginning to have its traffic headaches.

## Percy looks back on his sporting life

FORTY years of campaigning for better sports facilities in schools has ended with the retirement of Mr Percy Baxter.

He has been physical education adviser for East Kent for the last 27 years and before that did similar work in the North.

This work has involved visiting schools to look at ways of improving facilities, pioneering some schemes, and giving in-service training to teachers.

Mr Baxter comes from a village near Bolton and went to Jordan Hill College of Physical Education and Hygiene, Glasgow, where he gained a diploma in 1935. That year he was in the British team which took part in an international gymnastics festival in Sweden.

At college, he was an English and Scottish country dancer and a member of the soccer, cricket and tennis teams. His first teaching job was in the east end of Glasgow and in 1938 he was appointed head of the games department at Kings Norton Grammar School, Birmingham.

He was a teacher at the Birmingham Athletic Institute, before joining the Royal Navy for the Second World War.

In 1946, he became assistant organiser of physical education for Sheffield and was also a department and a university lecturer at the university there.

In 1949 he came to Canterbury, where he was responsible for the area from the Isle of Sheppey to Dungeness. Mr Baxter pioneered some outdoor activities in the county, particularly sailing and canoeing, and helped to form local associations for these sports.

He has belonged to many local sporting groups, particularly Canterbury Hockey Club, and the East Kent Basketball League, of which he has been both chairman and president.

One of Mr Baxter's major jobs was on the steering committee which set up Canterbury Sports Council and he also worked to start other sports councils.

A founder member of Whitstable Rotary Club, he is looking forward to his retirement, although it may be difficult to find enough time to fit in everything he wants to do.

He and his wife live in a 17th Century cottage at Waltham, and are hoping to visit their two married daughters, one in Swaziland and the other on the Arabian Gulf.

They also hope to visit America, Australia and New Zealand. "I am really looking forward to having the time to do the things which one has always wanted to do," he said.

Looking back over his work with sport, Mr Baxter says football was his favourite, and he used to play in the Scottish



Mr Percy Baxter

Amateur League before he moved here.

He has always campaigned to help the small schools to improve their sports fields and swimming pools and has been concerned with the education as a whole, not just on the sports field.

"I have always tried to concern myself with the maximum development of each individual child, physically, mentally, morally and socially in preparation for life and living.

"I have also wanted to help each child during the period of school life to secure and maintain high standards of bodily health and to develop the right sort of attitudes to physical activities," he said.

## AT PEACE

NOW that peace has returned to Bridge, it is interesting to take this look back to 1935 before the juggernauts roared through the village.

The picture has been loaned to me by Mrs Joan Monk, of 55 Nursery Lane, Whitfield, who says the man in the photograph is Mr Richards, who was then the village baker and grocer.

Mrs Monk adds: "Strangely, although it looks so peaceful, quite a few people, mainly children, were run over by the then increasing traffic. I lived in the High Street in Gordon House and remember my parents were very concerned with all the buses and the danger of crossing the road."

## Valuable painting hidden

A COBWEB-COVERED painting found in a cottage in Wincheap, Canterbury, realised over £400 when it was put up for auction in Folkestone.

The watercolour of a Canadian river scene with Indians landing on a river bank with canoes, was among the property of the Castle Street newsagent, the late Mr Arthur Friend.

It was found with interesting Georgian period furniture in an upstairs room by auctioneers Smith-Woolley and Perry.

Painted by Frances Ann Hopkins, the painting, which was dated 1870, sold for £420.

A fine George III mahogany gentleman's chest of currently popular small size went for £295 and a drawing room suite of six Victorian spoonback chairs needed re-upholstering fetched £82.

Other prices: 18th Century Dresden mantel clock with two cherubs and a lady with her woeer £84; Georgian mahogany commode £70; 19th Century oval mahogany Pembroke table £88.

Victorian silver-mounted Staffordshire porcelain tea service £50; George III silver-cased pocket watch, with fine engraved copplate inscribed Wm Smith Wingham and a London hallmark of 1779 £48; Victorian inlaid walnut display cabinet £40.

Smith-Woolley and Perry's next sale at Folkestone is on July 22 and will include a large number of pictures from the estate of an Admiral.

## Money man moves in

## Where can they find a job?

Fears of an increase in the number of unemployed in the Canterbury area were expressed at a meeting of the Canterbury Division of the Local Advisory Body for the Careers Service.

Members heard how school leavers faced a difficult time job-hunting. One firm reported a marked decrease in places for apprentices, and another reported that no new apprentices would be recruited this year from this area.

What was said, increased members' fears about the number of unemployed rising this summer and Cllr Dick Peard asked if the Department of Employment could be notified of the situation.

Mr Ken Beere, Divisional Education Officer, said minutes of the meeting would be sent to the Education Department of Kent County Council, and it would be up to it to inform the department.

Mr R. P. Locke, training manager of Invicta Motors Ltd, a co-opted member of the local advisory body, spoke with Mr A. R. McKellar, group personnel services manager of J. E. Wiltshier and Co Ltd, another co-opted member, on manpower planning as it affected school-leavers.

Mr Locke said: "There has been a decrease in the apprentice recruitment in general in the motor industry. In 1968, 10,400 were recruited, and in 1974, 8,000.

"At our firm, we have 405 employees, 113 of whom are technical apprentices. Fifty-four per cent of our workshop staff are apprentices."

Mr McKellar said the main labour force for his firm was mobile and that people involved in constructing the buildings all over the country were employed only for the duration of the contract.

He said the firm had moved its head offices away from Canterbury and was now based at Wrotham Heath.

### Not the work

"There is not the work for us in Canterbury as far as we are concerned so we have had to move," he said. "Once, we were able to do some manpower planning. Now, we just go into an area for the duration of a contract and employ people from there.

"It is a pity that Canterbury boys whose fathers trained with us cannot join us."

## Window on the world

AN EXPORT from Canterbury to Canada will be seen at the world at Christ-

# Bridge welcomes golden silence

For the first time in years members of Bridge Parish Council could make themselves heard without shouting at last week's meeting. The by-pass opening meant there was no longer the roar of heavy traffic passing only a few feet from the village hall.

The proposal for a footpath from Bridge Down to the village is now making headway. It was reported that the County Council has prepared a scheme and an estimate of the cost to be sent to the Amenities and Countryside Committee for further action.

On another footpath problem, the alleged unauthorised use of one through Side Hill Wood, Patribourne, the agents of the Conyngham Estate have asked the City Council to signpost a new path along the perimeter of the wood.

Since the by-pass opened it is necessary to use the agricultural subway to join footpaths on the Patribourne side and a plan showing the diversions was noted.

Cllr Tim Hoare, president of the Bridge Cricket Club, is to ask them to pay a water charge of £39.26 as they are the only users of water on the recreation ground. He will also arrange to instal a valve to prevent waste and vandalism.

## The drought

Cllr Brian Mummery, who was thanked for arranging to level part of the recreation ground, said the grass was not growing due to the drought.

In response to a request from the owners' agents expert advice is to be sought regarding new trees to be planted when the by-pass landscaping is completed.

Fire precautions and improvements to the village hall will cost £780, reported Cllr Mrs Olive Knight, the chairman of the management committee. As members considered the parish should be responsible for the fire precautions a grant of £350 was approved to help the committee with these and further improvements.

The clerk is to ask the County Council for a further meeting about the removal of yellow lines in the High Street and the signposting at both ends of the by-pass.

A letter of congratulation is to be sent to the organising committee on the success of the By-pass Bonanza and a discussion on the celebration of the Queen's jubilee will take place at the next meeting.

The next meeting is on September 9, at 7.30 pm, in the village hall.



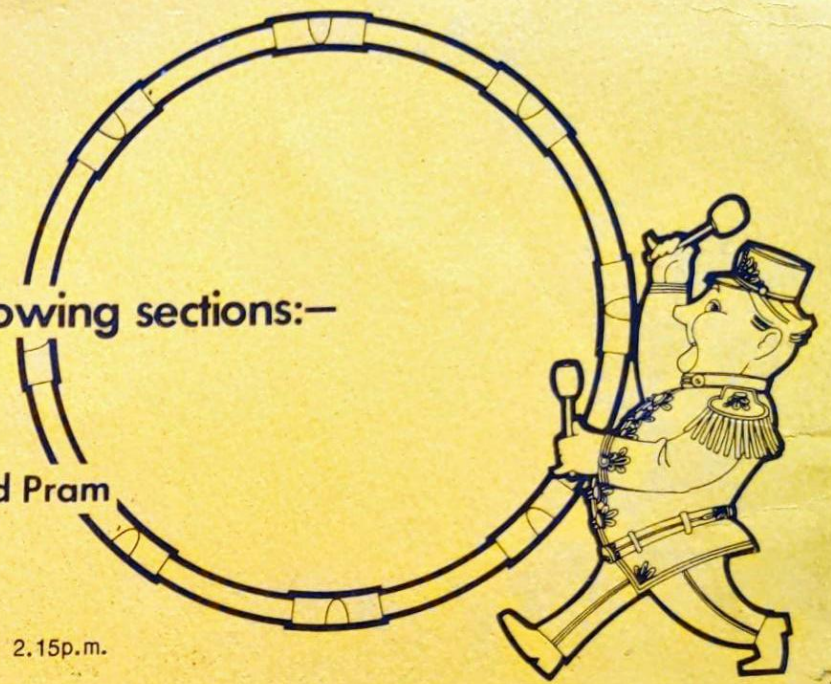
Friday, May 26th 1972

Your entries are invited

# BY-PASS BONANZA Celebrating BRIDGE COMPETITIONS July 3rd.

Prizes will be awarded in the following sections:—

- \* The Best Decorated House
- \* Fancy Dress Parade – and Decorated Pram  
Children and Adults  
Theme 'Bridge through the Ages'  
Procession assembles: 2p.m. Judging: 2.15p.m.



- \* The "Bridge in History" Exhibition Competition  
All entries will be exhibited in the Village Hall throughout the event.

- Section 1. ART Competition  
Subject: 'The Bridge Scene'  
Class A up to 11yrs.  
Class B 12yrs. to 18yrs.  
Class C Adults
- Section 2. PHOTOGRAPHIC Competition  
Subject: 'The Bridge Scene'  
Class D up to 18yrs.  
Class E Adults

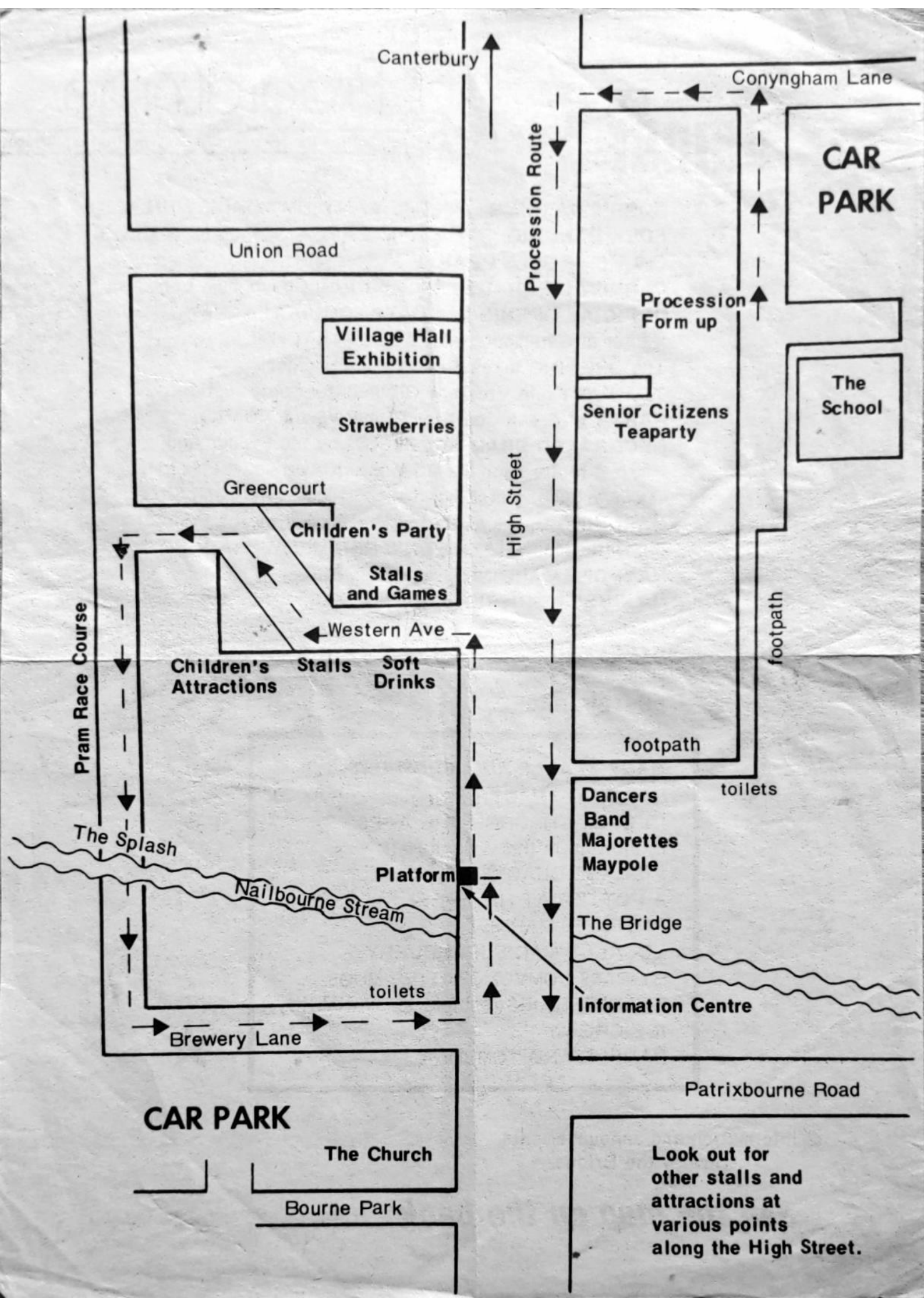
Judging: 8.30p.m. July 2nd.

Closing date: July 1st.

Please deliver entries to The Headmistress  
Bridge Primary School.  
with clear label attached



ENTRY for \_\_\_\_\_ Competition  
 Section \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Address \_\_\_\_\_



Canterbury

Conyngham Lane

Union Road

Village Hall Exhibition

Strawberries

Greencourt

Children's Party

Stalls and Games

Western Ave

Children's Attractions

Stalls

Soft Drinks

Pram Race Course

The Splash

Nailbourne Stream

Platform

toilets

Brewery Lane

High Street

Procession Route

Procession Form up

Senior Citizens Teaparty

CAR PARK

The School

footpath

footpath

toilets

Dancers  
Band  
Majorettes  
Maypole

The Bridge

Information Centre

Patrixbourne Road

CAR PARK

The Church

Bourne Park

Look out for other stalls and attractions at various points along the High Street.



Transport from a bygone age took to the A2 again on Saturday when Bridge villagers celebrated the opening of their new by-pass. Arriving to open the celebrations in a pony and trap is Mr David Crouch, Canterbury's MP, with by-pass campaigners, Mr John Purchase and Mr Brian Lewis.

# Thousands join Bridge celebration

THE new-found peace of by-passed Bridge was shattered again on Saturday, but the villagers did not mind at all. The distant roar of the diverted traffic was drowned by loudspeaker music as over 2,000 people invaded the village for the Bridge By-pass Bonanza.

Part of the High Street was closed and the Plough and Harrow public house stayed open all afternoon. As the crowds poured in and the queue to the bar spilled out across the street it was easy to forget that this was former TIR territory, the street you never crossed without crossing your fingers first.

Everybody and everything looked happy. Villagers opened their windows, once permanently closed against the dirt and dust from lorries, and let in the sunshine and the atmosphere.

The High Street houses sported gaily-coloured bunting, and gardens and side roads overflowed with stalls, sideshows and craft exhibitions.

The Wantsum Morris Men and members of Ramsgate

Folk Dance Club got the afternoon off to a spirited start with dancing in the street. It was a fitting end to the juggernaut war, but the dancing was more symbolic than spontaneous.

Spectators in their shorts and sundresses clapped warmly as the dancers braved the blazing heat.

The festivities continued with a parade down the High Street, led by riders from the Bursted Manor Riding Centre. They heralded the arrival of Canterbury's MP, Mr David Crouch, who rode in a pony and trap with Mr John Purchase, former chairman of the A2 Group, and its secretary Mr Brian Lewis.

A second pony and trap carried the Deputy Mayor and

**Continued on page 8**



# Programme

celebrating the removal of heavy traffic from Bridge

## BY-PASS BONANZA BRIDGE

- 1.45 – 2.30 **MORRIS DANCING** THE WANTSUM MORRIS MEN  
**FOLK DANCING** THE RAMSGATE FOLK DANCE CLUB
- 2.15 **CHURCH BELLS PEAL**
- 2.20 **CARNIVAL PARADE** moves off from Conyngham Lane.
- 2.30 **OFFICIAL OPENING** by DAVID CROUCH, M.P.  
Master of Ceremonies: MALCOLM MITCHELL.  
The **OPENING** takes place by the Bridge.
- 3.00 **TEA PARTY** in Vicarage Grounds for Senior Citizens.  
**PARTY** in Green Court for Primary School Children.
- 3.15 **DECORATED PRAM RACE:** Start by the Plough and Harrow; route, High Street, Western Avenue, the Ford, Brewery Lane, finishing at the Bridge in the High Street.
- 3.30 **MARCHING DISPLAY** in the High Street by the Band of 5th Battalion, THE QUEEN'S REGIMENT (T.A.V.R.)
- 4.00 **MAYPOLE DANCING** in the High Street.
- 4.30 **MAJORETTE DISPLAY** in the High Street by the **CAROUSSELS.**
- 5.00 **RAFFLE RESULTS,** corner of Western Avenue and the High Street.  
**DUSTBIN RACE.**



**MANY STALLS AND SIDESHOWS**  
**MAJOR ATTRACTIONS**  
'BRIDGE THROUGH THE AGES'  
Exhibition in the Village Hall.  
VILLAGE BLACKSMITH  
A POTTER AT HIS WHEEL  
ANTIQUES MARKET  
LOCALLY MADE JEWELLERY  
BY-PASS COMMEMORATIVE MUGS  
STRAWBERRIES (subject to availability)  
ICE-CREAM  
RAFFLE AND TOMBOLA



- Information and announcements centre by the Bridge.

**See the map on the back.....**