

Folkestone Sandgate and Hythe Tramways
(No. 1) Bill. [H.L.]

PETITION AGAINST THE BILL,

PRAYING TO BE HEARD BY COUNSEL, &c.

To the Right Honourable the LORDS SPIRITUAL and TEMPORAL
of the UNITED KINGDOM of GREAT BRITAIN and IRELAND in
Parliament assembled.

The humble PETITION of the URBAN DISTRICT COUNCIL of
SANDGATE, in the County of Kent, under their
Common Seal,

Sheweth as follows:—

1. That a Bill has been introduced into and is now pending in your Right Honourable House, intituled "An Act to authorise the Sandgate and Hythe Electric Company Limited to make and maintain Tramways and other Works in the County of Kent; and for other purposes."

2. The Preamble of the Bill recites that the making and maintaining of the tramways and street works described in the Bill, and the working of such tramways by mechanical power would be of public and local advantage.

3. And the Preamble further recites that the Sandgate and Hythe Electric Company, Limited (in the Bill and in this Petition called "the Company") are willing at their own expense to construct the tramways if

authorised by Parliament so to do, and it is expedient that powers should be conferred on them as provided by the Bill.

4. And further recites that under the powers of the Folkestone Sandgate and Hythe Tramways Acts certain tramways have been constructed in the urban district of Sandgate and the borough of Hythe, which tramways were by the South Eastern Railway Act 1893 transferred to and are now worked by the South Eastern Railway Company or the South Eastern and Chatham Railway Companies Managing Committee, and it is expedient that the Company and the South Eastern Railway Company and the said Committee be authorised to enter into and carry into effect agreements for the purchase by the Company of the said tramways and otherwise as provided by the Bill.

5. And also further recites that it is expedient that the Company and certain local authorities should be empowered to enter into and carry into effect agreements as provided by the Bill, and that the other powers mentioned in the Bill be conferred upon the Company and that the provisions of the Tramways Act 1870 as to the purchase of the undertaking of the Company and of the existing tramways should be modified as mentioned in the said Bill.

6. By Clause 2 of the Bill it is proposed that Section 48 ("Power of local authority to license drivers conductors &c.") of the Tramways Act 1870 shall not apply, and by Clause 65 the application of the provisions as to hackney carriages and omnibuses of the Town Police Clauses Acts 1847 and 1889 incorporated with the Public Health Act 1875, or of any local Act of Parliament is also excluded. Your Petitioners object to any such modification of the general law.

7. By Clause 4 of the Bill it is proposed to authorise the Company to make, form, lay down, work, use, and maintain the tramways thereafter described in the lines and according to the levels and within the limits of deviation shown on the deposited plans and sections, and in all respects in accordance with those plans and sections with all necessary and proper rails, studs, plates, foundations, sleepers, tubes, pulley pits, underground chambers, shafts, manholes, embankments, cuttings, bridges, drains, stations, platforms, gates, junctions, turntables, turnouts, crossings, crossovers, passing places, pillars, posts, poles, brackets, cables, chains, wires, engines, dynamos, approaches, sidings, waiting rooms, stables, engine houses, carriage houses, depots, buildings, sub-stations, apparatus, machinery, appliances, works and conveniences connected therewith and equip the same with the necessary plant and rolling stock and to enter upon, take, and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for those purposes. The tramways hereinbefore referred to and proposed

to be authorised by the Bill will be wholly situate in the county of Kent, and include amongst others the following, which being within the Sandgate urban district more particularly affects your Petitioners, viz. :

Tramway No. 3.—A tramway (1 mile 5 furlongs 4'60 chains or thereabouts in length of which 2 furlongs 1 chain or thereabouts will be double line and 1 mile 3 furlongs 3'60 chains or thereabouts will be single line) wholly in the urban district of Sandgate commencing in the parish of Sandgate in Seabrook Road by a junction with Tramway No. 2 at its termination and terminating in the parish of Folkestone-next-Sandgate in Upper Folkestone Road at the point at which the eastern boundary of the urban district of Sandgate crosses that road (in the Bill erroneously stated to be "the point at which the western boundary of the borough of Folkestone crosses that road." Part of the borough of Folkestone namely the parish of Folkestone-next-Sandgate is included in the Sandgate urban district.)

8. By Clause 5 of the Bill it is proposed that the Company may make the street works thereafter described in the lines, and according to the levels, and within the limits of deviation shown on the deposited plans and sections, together with all necessary and proper works, improvements, junctions, connections, approaches, and conveniences connected therewith or incidental thereto, and may enter upon, take, hold, and use such of the lands and buildings delineated on the deposited plans and described in the deposited book of reference as they may require for those purposes, and may enter upon, open, break up, and interfere with such streets or roads as may be necessary for the like purposes. The street works hereinbefore referred to and proposed to be authorised by the Bill will be situate wholly in the county of Kent, and include the following which more particularly affect your Petitioners, viz. :—

In the parish of Sandgate in the urban district of Sandgate—

Work V.—A widening of High Street on its northern side from the eastern side of "Ye Old Rose" public-house to the eastern side of the property known as "No. 90" in that street.

In the parish of Folkestone-next-Sandgate in the urban district of Sandgate—

Work W.—A widening of Upper Folkestone Road on its south-eastern side from the eastern side of the road leading to Martello Road and Lower Sandgate Road to the western side of the entrance gate in the said Upper Folkestone Road to the property known as "Endcliffe";

Work X.—A widening of Upper Folkestone Road on both sides from Radnor Cliff Crescent to the point at which the eastern boundary of the urban district of Sandgate crosses the said Upper Folkestone Road (in the Bill erroneously called “the point at which the borough boundary of Folkestone crosses the said Upper Folkestone Road” which error is explained in the preceding article of this Petition).

9. By Clause 8 of the Bill it is proposed to authorise the Company to acquire compulsorily certain lands shown on the deposited plans and described in the clause, and to construct on such lands a station or stations for producing and generating electrical energy, for the working of the tramways proposed by Clause 4 with all necessary buildings, engines, plant, machinery, apparatus, and works connected therewith.

10. By Clause 10 of the Bill the Company propose a period of three years during which they may acquire compulsorily the lands necessary for the tramways and widenings proposed by Clauses 4 and 5 of the Bill, and by Clause 17 a period of five years is proposed for the construction of the said tramways and works, with an additional period of one year where the Bill proposes to authorise the widening of the street or road along which the tramway is to be laid.

11. By Clause 12 of the Bill the Company seek power to take parts of the properties mentioned in the First Schedule to the Bill some of which are in your Petitioners' urban district without being obliged or compellable to purchase the whole as required by the Lands Clauses Consolidation Act 1845, and by Clause 13 of the Bill to take by agreement in addition to the lands they propose to acquire compulsorily 10 further acres of land, and to erect thereon anywhere within the district traversed by the tramways such buildings, depots, yards, sidings, works, and conveniences in connection with the undertaking as they may think proper.

12. By Clause 18 of the Bill the Company propose to take up, remove, and abandon any of the existing tramways situated in any street or road along which the new tramways proposed by Clause 4 will be laid, and to appropriate and use any of the materials of any tramways so taken up or removed and by Clause 19 of the Bill the gauge proposed is to be 3 feet 6 inches for certain of the tramways (including the Tramway No. 4 before mentioned) and 4 feet 8½ inches for certain others referred to in the clause so that it will be inconvenient or practically impossible for the Company to run a through service of cars between Folkestone, Hythe, and New Romney as part of the tramways are to be constructed on one gauge and part on another, moreover by the same clause the Company propose to run engines,

carriages, and trucks similar to those used on railways upon certain portions of the proposed tramways.

13. Clause 22 of the Bill proposes as follows :—

In addition to the requirements of Section 26 of the Tramways Act 1870 the Company shall lay before the Board of Trade and the road authority a plan showing the proposed mode of constructing laying down and renewing such tramways and a statement of the materials intended to be used therein and the Company shall not commence the construction laying down and renewal of any of the tramways or part of any of the tramways respectively until such plan and statement have been approved by the Board of Trade and after such approval the works shall be executed in accordance in all respects with such plan and statement and under the superintendence (if given) and to the reasonable satisfaction of the surveyor of the road authority as provided by Section 26 of the said Act. Provided that if any dispute shall arise between the Company and the road authority or the said surveyor in reference to the provisions of this section such dispute shall be determined by an arbitrator to be appointed by the Board of Trade.

14. By Clause 23 of the Bill it is proposed to modify Section 28 (“ Repair of part of road where tramway is laid ”) of the Tramways Act 1870, by substituting for the provision that the materials and manner of keeping in a good condition and repair shall be such as the road authority direct a provision that such materials and manner shall be such as may be agreed between the road authority and the Company, or in case of difference between them as may be determined by the Board of Trade on the application of either party. Your Petitioners say that there are no circumstances justifying such an alteration in the provisions of the Tramways Act 1870, and they object thereto.

15. Clause 26 of the Bill proposes that any paving, metalling, or material excavated by the Company in the construction of the tramways or street works, or in the exercise of the powers of the Bill, from any road under the jurisdiction or control of any road authority may be applied by the Company so far as may be necessary in or towards the reinstatement of the road, and the maintenance for six months after completion of any of the tramways of so much of the roadway on either side of such tramways as the Company are by Section 28 of the Tramways Act 1870 required to maintain, and the Company shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor of the road authority, or to such person or persons

as he may appoint to receive the same, and shall deposit the same at any place appointed by such surveyor within a distance of one half mile from the part of the road or bridge from which such paving, metalling, or material shall have been excavated. Provided that if within seven days after setting aside the surplus arising from the excavation of any such paving, metalling, or material, and notice duly given, such surplus is not removed by such surveyor, or by some other person named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Company, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Company and any road authority, or surveyor, or other person with reference to any of the matters aforesaid, shall be settled by an arbitrator to be nominated by the Board of Trade on the application of either party.

16. By Clauses 27 and 28 of the Bill the Company propose to construct crossovers, passing places, and additional crossovers and passing places, sidings, turnouts, junctions and other works in addition to those specially shown on the deposited plans, and proposed to be authorised by Clause 4 of the Bill, as they may find necessary or convenient for the efficient working of the tramways or for providing access to any generating stations, warehouses, stables, or carriage-houses, or works of the Company, or for forming junctions with other tramways, and also to construct double lines in lieu of single or interlacing lines and vice versa, and by Clause 29 power is taken to construct temporary tramways when necessary along any street or road, and by Clause 30 power is taken to make junctions with other tramways, tramroads, wagonways or railways near the proposed new tramways, and which can be worked in connection therewith.

17. By Clause 32 of the Bill the Company propose to increase the roadway of any street or road in which any of the tramways proposed by the Bill are laid, by reducing the width of the footpath on each side of such street or road so as to get the necessary width prescribed by the Tramways Act 1870 between the kerb of the footway and the rails of the tramway to enable vehicles and other traffic to pass the trams which otherwise they would be unable to do, and by Clause 33 of the Bill the Company propose to make waiting rooms or shelters for the accommodation of the passengers using the tramways.

18. By Clause 34 of the Bill it is proposed to give the Company power to stop up streets and roads during the execution of the works, and to put up bars, posts, and other erections in such streets and roads which would be a most objectionable proceeding in the narrow roads within your Petitioners' urban district, and ought not to be allowed, as there is no parallel or back road which could be used for the passage of the vehicular

traffic during the construction of the tramways; the effect, therefore, of any such proposal would be to entirely dislocate or block the entire traffic between Sandgate, Hythe, and elsewhere.

19. Clause 36 of the Bill proposes that—

- (1) The Company may subject to the provisions of this Act enter into agreements with any road authority with respect to the construction and vesting in the road authority of all or any part of the street works situate in the district of such authority and with respect to the forming laying down maintaining renewing repairing working and using of the tramways and the rails plates sleepers posts wires apparatus and works connected therewith and for facilitating the passage of carriages and traffic over and along any roads or streets in the district of such authority upon or along which any of the tramways are intended to be laid or any part thereof.
- (2) The Company on the one hand and any road authority on the other hand may enter into and carry into effect agreements with respect to the cost of the widening and improving by the road authority of any roads streets bridges courts passages and footpaths within the district of such authority and as to the contribution by the Company towards the moneys to be expended on such works.

20. By Clause 37 of the Bill the Company propose to construct, lay down, work, maintain, and renew and repair electrical wires, conductors, posts, tubes, and other electrical apparatus in, under, or over the surface of any street or road, including the footways, and to make and maintain openings and ways in such streets and roads for the purposes of working the tramways by electrical power, and thereby to interfere with the sewers, drains, water and gas pipes, tubes, and telegraphic and telephonic apparatus therein, and under any such street or road, including the footways thereof, and to alter, remove, or replace any lamp-post or letter box. And by Clause 38 of the Bill the Company propose to attach brackets to buildings, or to columns, posts, or standards erected for lighting purposes in any public street or road in which any tramway is situated, or in the footway of any such street or road, with such wires and apparatus as may be necessary for working the tramways by electrical power, which is also a very objectionable power to give the Company in your Petitioners' district.

21. By Clause 40 of the Bill provisions are made as to the motive power on the tramways, and by Clause 41 of the Bill special provisions are made as to the use of electrical power under certain conditions.

22. By Clauses 50 and 51 of the Bill the Company propose to demand and take rates for animals and things conveyed upon the tramways, and Clause 58 of the Bill proposes that the Company may within six months after the passing of the Bill by notice in writing require the South Eastern Railway Company and the South Eastern and Chatham Railway Companies Managing Committee or other, the owner or owners of the existing tramways to sell, and thereupon the owners shall sell to the Company the existing tramways (including that part of the existing tramway in your Petitioners' district), and all lands, buildings, works, materials, and plant of the owners suitable to and used by them for the purposes of the existing tramways or any part thereof upon terms of paying to the owners the then value of the existing tramways, and of such lands, buildings, works, materials, and plant such value to be in case of difference determined by an engineer or other fit person nominated as referee by the Board of Trade on the application of either party, and the expenses of the reference to be borne and paid as the referee directs. It also provides that the Company on the one hand and the owners or any of them on the other hand may enter into and carry into effect agreements for or with respect to the purchase by the Company of the existing tramways or any of them, and any buildings, works, materials, and plant used for the purposes of or connected with the existing tramways at such price and on such terms and conditions as the Company and such owners think fit. It also provides that upon the completion of such sale to or purchase by the Company, and notwithstanding that any local authority may have served upon the owners, or any of them, a notice requiring such owners to sell any part of their existing tramways to such local authority the existing tramways and the lands, buildings, works, materials, and plant so purchased shall vest in the Company, and shall for all purposes form part of the undertaking of the Company, and the provisions (other than Section 54) of the Bill shall apply to such tramways, lands, buildings, works, materials, and plant as if they were, and for the purposes of the Bill (other than of the said section) they shall be deemed to be tramways, and part of the undertaking by the Bill authorised, and from and after such purchase the provisions of the Folkestone Sandgate and Hythe Tramways Acts shall cease to apply to the tramways, lands, buildings, works, materials and plant so purchased.

23. By Clause 59 of the Bill it is proposed that the Company on the one hand, and the South Eastern Railway Company, the South Eastern and Chatham Railway Companies Managing Committee, the Mayor, Aldermen, and Burgesses of the borough of Folkestone, and any local authority, company, or person owning or working any tramways or railways which can be worked with the tramways or the existing tramways on the other hand, may enter into and carry into effect contracts and agreements with respect to all or any of the following matters (that is to say):--

The construction working use running over management and maintenance by the contracting parties or any of them of all or any of their respective tramways or railways and works or any part or parts thereof respectively ;

The supply and maintenance during the continuance and for the purposes of any such agreement as aforesaid of such rolling stock, plant, and machinery and the supply of motive power necessary for the purposes of such agreement ;

The making of all necessary junctions ;

The appointment and removal of officers and servants ;

The payment to be made and the conditions to be performed in respect to the matters aforesaid ;

The interchange accommodation conveyance transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties ;

The payment collection division and apportionment of the tolls rates and other receipts arising from the respective undertakings of the contracting parties.

24. Clause 60 of the Bill proposes that—

(1) The Company on the one hand and any local authority company body or person authorised by any Act or Order to generate supply or use electrical energy in any district in which any tramway for the time being owned or worked by the Company may be situate on the other hand may enter into and carry into effect agreements for or with respect to all or any of the following purposes and all matters incidental thereto (that is to say) :—

(A) The supply of electrical energy to or by the Company by or to such local authority company body or person and notwithstanding in the case of the supply of energy to the Company that such energy is to be used by the Company beyond the area of supply of such local authority company body or person ;

(B) The payments to be made or other consideration to be given in respect of any such supply ;

(2) For the purpose of carrying out any such agreement as aforesaid the Company may subject to the provisions contained in Sections 11 to 20 of the Schedule to the Electric Lighting

(Clauses) Act 1899 and in the Bill lay down electric lines mains or cables through any district in such line or route and in a trench of such dimensions and subject to such other terms and conditions as may be agreed between the Company and the local authority of such district or as failing agreement shall be determined by arbitration.

25. Clause 61 of the Bill proposes that Section 43 of the Tramways Act 1870 shall, in its application to the tramways and undertaking, be modified as follows (that is to say *inter alia*):—

- (1) The Company shall not be required to sell any part of the said undertaking unless each of the local authorities in whose districts the same is situate shall pass a resolution and serve a notice as provided by the said section ;
- (2) The period of forty-two years from the passing of the Bill shall be substituted for the period of twenty-one years mentioned in the said section :
- (3) The terms upon which the Company may be required to sell the undertaking or any part thereof shall be the terms of paying the fair market value thereof as a going concern but without any allowance for compulsory purchase.

26. Clause 62 of the Bill proposes that the Company may, subject to the approval of the Board of Trade (which approval the Board of Trade are thereby authorised to give) upon the completion of the purchase to any local authority of any portion of the undertaking or of the existing tramways accept and take from such local authority, and such local authority may, notwithstanding anything in the Tramways Act 1870 contained, grant a lease or leases of the portion of the undertaking or tramways so purchased, and all works and conveniences connected therewith on such terms and conditions, and for such period not exceeding a period of forty-two years from the date of the lease as may be agreed between the Company and such authority, and during the continuance and subject to the terms and conditions of any such lease, the Company may work, maintain, and use the portion of the undertaking or tramways thereby leased, and demand, take, and recover in respect thereof tolls, fares, and charges in all respects as if the portion of the undertaking or tramways so leased formed part of the undertaking, and were vested in the Company.

27. Clause 63 of the Bill provides that from and after the completion of the purchase by any local authority of all or any of the tramways or existing tramways and if and so long as the Company shall own or work any tramway connecting with any of the tramways so purchased the Com-

pany may with their engines, carriages, and servants and for the purposes of traffic of every description run over all or any portions of the tramways so purchased and use in connection therewith the depots, posts, standards, electric wires, mains, and cables and other apparatus and appliances constituting the equipment of the said tramways for working by means of mechanical power on terms to be agreed on, or failing agreement settled by an arbitrator to be appointed on the application of the Company or the local authority by whom such tramways have been purchased, and the Company may demand and recover in respect of the tramways so run over by them, tolls, rates, and charges not exceeding those authorised in respect thereof.

28. Clause 70 of the Bill prescribes that where the consent or approval of any local or road authority, or of the surveyor or other officer of any such authority, is by this Act required before the exercise of any powers by the Company, such consent or approval shall not be unreasonably withheld, and if any difference arises as to whether any consent or approval is unreasonably withheld that difference shall be referred to arbitration.

29. Your Petitioners most strongly object to the said Bill, and particularly to the clauses and provisions thereof hereinbefore recited or referred to, and allege and are prepared to show that their property, rights, and interests, and also the rights and interests of the inhabitants of the urban district of Sandgate will be prejudicially and injuriously affected thereby for the following amongst other reasons.

30. The urban district of Sandgate was constituted under the provisions of the Public Health Act 1875 and the Local Government Acts, and your Petitioners, the Urban District Council, are the local and road authority for the said district, and as such are the surveyors of highways, and are charged with the maintenance and repair of the highways, public roadways, and footpaths within the district, and your Petitioners are also the local and road authority within the meaning of the Tramways Act 1870, and it is a requirement of the Standing Orders of your Lordships House that their consent is obtained to any tramway passing along the streets and roads in their urban district of Sandgate.

31. The object of the Bill is to obtain the authority of Parliament to construct a system of tramways to be worked electrically from Folkestone through your Petitioners' urban district to Hythe and across Romney Marsh to Dymchurch, and by another line (partly as a light railway and partly as a tramway) from Hythe to New Romney beyond Dymchurch. The Folkestone to Hythe portion of the scheme is the most important, as there is hardly likely to be any considerable traffic on the line to Romney Marsh and Dymchurch, except perhaps a few visitors and excursionists in the

summer months, and therefore it is very doubtful whether the scheme can possibly pay. Your Petitioners are in a somewhat peculiar position respecting this Bill as there is another Bill before Parliament in the present Session called "the Folkestone Sandgate and Hythe Tramways Bill (No. 2) to which your Petitioners and the other local and road authorities have given the requisite consent under the Standing Orders of your Lordship's House, and as such consent is a requirement of such Standing Orders, your Petitioners assume that this Bill will be submitted to the Committee of your Lordship's House not as a Bill for authority to construct a through system of tramways between Folkestone, Sandgate, Hythe, New Romney, and Dymchurch as deposited, but merely for the purchase of the existing tramways of the South Eastern Company between Sandgate and Hythe with authority to make agreements with that Company, and also to reconstruct such tramways for electrical working. Any mutilated Bill of this kind will be most objectionable to your Petitioners because having agreed terms with and given their consent to the Promoters of the No. 2 Bill which has a through scheme of tramways between Folkestone, Sandgate, and Hythe, and which No. 2 Bill has also the approval of the other local authorities as the Promoters thereof have agreed to work the tramways by the underground or surface contact system instead of (as proposed by the Promoters of the No. 1 Bill) by the objectionable overhead system of posts and wires along the streets and roads, your Petitioners in the interests of the inhabitants and of Sandgate support the No. 2 Bill, but very strongly object to the proposals of No. 1 Bill. Further your Petitioners most strongly object to Clause 61 of the No. 1 Bill which seeks to extend the period prescribed by the Tramways Act of 1870 as to the purchase by a local authority of a tramway constituted within their district. By the No. 1 Bill (Clause 58 before referred to) the Company seeks power to compulsorily acquire the whole of the South Eastern Railway Company's Tramways between Sandgate and Hythe, part of which is situated in the urban district of Sandgate and along the main High Street in Sandgate through which the whole vehicular and other traffic between Dover, Folkestone and beyond passes as there is no other available route: and by Clause 59 of the Bill power is taken to enable the Company to make arrangements with the South Eastern Railway Company to work the existing South Eastern Tramways although by Clause 18 of the Bill power is taken to abandon any part of such tramways. By these two Clauses 58 and 61, particularly your Petitioners' rights under the Tramways Act 1870 will be prejudiced and interfered with, as under Section 43 of the Tramways Act 1870 your Petitioners have, with the approval of the Board of Trade, as prescribed by that section, recently served the South Eastern Railway Company with notice of their intention to purchase a part of the existing tramways, situate in the urban district of Sandgate (further proceedings under which notice are, pursuant to an undertaking given by your Petitioners to the Board of Trade, suspended pending the decision of Parliament on the said Bills Nos. 1 and 2), and the

arrangement with the promoters of the No. 2 Bill covers this purchase and provides for the purchase of the remainder, and for the working of a through scheme. But if the No. 1 Bill passes, and Clauses 58, 59 and 61, and also Clause 18 remain, your Petitioners' statutory rights and privileges under the Tramways Act of 1870 will be taken away, and your Petitioners therefore look upon the proposals of the Bill as a very grave matter to them and to the other local authorities interested, and strongly object to the said Bill and to the clauses and provisions thereof before recited or referred to, and also to such other provisions of the Bill as affect their interests, and the streets and roads over which they have charge.

32. The before-mentioned tramways and the street or road widenings proposed by the Company under Clauses 4 and 5 of the Bill in your Petitioners' urban district will very seriously affect the streets and roads, and otherwise interfere with the rights and property of your Petitioners and of the inhabitants of the urban district of Sandgate, whom they represent, and are most objectionable, and your Petitioners are apprehensive that in the construction and execution of such tramways and works, obstruction and inconvenience will be caused to vehicular traffic and to persons using the streets, roads, or footways by the Company blocking up the streets as they propose to do under Clause 34 of the Bill, and also by depositing subsoil or materials thereon, and as the local and road authority of the district, they decidedly object to a private Company, unless by agreement with your Petitioners, widening their roads and pulling down rateable property, and they therefore protest against such obstructions or nuisances, and your Petitioners submit that if the Bill should unfortunately pass proper compensation should be made by the Company to your Petitioners for any damage to or subsidence of any sewer, drain, water mains, pipes, or works under the control of your Petitioners, or under any street, road, or footway in or under the tramways and works sought to be authorised by the Bill, where caused by or in consequence of any act of the Company or their agents, whether such damage or subsidence shall happen during the construction of the works or otherwise, and that during the construction of the works the Company shall make up the rates lost by your Petitioners, seeing that under Clause 17 of the Bill the long period of five years is proposed for carrying out the works.

33. Your Petitioners further strongly object to Clause 5 of the Bill, whereby the Company propose to acquire compulsorily certain lands, and buildings for the purpose of the before mentioned street widenings and works, which your Petitioners consider will seriously and prejudicially affect their interests and those of the inhabitants of the urban district of Sandgate, and your Petitioners also object to the proposal of the Company by Clause 13 to take further lands by agreement for depots, sidings,

buildings, and works and other conveniences connected with the undertaking, and also to Clause 14 whereby the Company propose to take parts of property named in the First Schedule to the Bill, and situated in your Petitioners' district, without purchasing the whole as required by the Lands Clauses Acts, and your Petitioners respectfully submit that the Company should not be allowed to take lands and property in your Petitioners' district, and disturb the occupiers, and decrease the rates without being obliged to make up any deficiency in such rates, and the wholesale departure from the law as proposed by Clause 12 is unwarrantable and ought not to be sanctioned, and they submit that no such alteration of the Lands Clauses Act should receive the sanction of your Lordships' House.

34. Your Petitioners very strongly object to the proposals of Clauses 27, 28, 29, 32, 34, 37, and 38 of the Bill which have already been referred to, and propose, among other things, to authorise the Company to construct crossovers and the like in the narrow streets in Sandgate to construct double lines instead of single, to reduce the existing narrow footpaths so as to widen the roadway, as otherwise there would not be room for vehicles to pass between the kerb and the tramcars, and to place upon the streets and roads objectionable overhead posts and wires for working the tramways electrically.

35. The proposals of Clause 60 of the Bill are most objectionable to your Petitioners, as under that clause the Company may supply electricity to anyone they choose through the districts served by the tramways, and thereby constitute themselves an electric lighting authority, and your Petitioners therefore in the interests of the inhabitants most strongly object to any such powers being conferred upon the Company unless with the consent of your Petitioners as the local authority under the Electric Lighting Acts. It is contrary to the practice of Parliament to override the statutory requirements of the Electric Lighting Acts, which require undertakers to obtain the consent of the local authority, but the proposals of Clause 60 will allow the Company to override a statute, and your Petitioners respectfully submit that any such proposal should not be countenanced in this case.

36. Your Petitioners submit that if the Bill should unfortunately pass it should contain protection for the roads and streets in their district, including the footways thereof, and for making good the rates, and all works should be carried out under the control and supervision of your Petitioners, as your Petitioners have to maintain such roads and footways in the future; and this being so it is only fair that, as they are the road authority, they should have a voice in

the mode of construction and the approval of plans before property in their district is pulled down and any of the works are commenced. All materials excavated in carrying out the proposed works ought to remain the property of your Petitioners, and if not used in reinstating the road should be delivered by the Company at your Petitioners' depot although more than one-half mile away, and no works should be commenced unless your Petitioners first of all approve the plans and specifications of such works. The Company should be bound to make up to your Petitioners' satisfaction all additions to the roads and streets by way of widenings and the like, and when so made up they should vest in your Petitioners without any such agreement as Clause 36 of the Bill contemplates. Your Petitioners object to the provisions of Clause 70 of the Bill, and submit that, being a public body whose duty it is to come to such decisions as they think most conducive to the public interests, their decision as to any application for their consent or approval should be in their sole discretion and should be final. Further your Petitioners submit that the Company should be compelled to make good the rates for the property pulled down for the purpose of any road widening, and that no work of widening, or construction of tramways, or demolition of property should be carried out in the summer months, as the town is to a great extent dependent upon the visitors who use it as a seaside resort, and to have the only main road in Sandgate blocked up in the summer would be most disastrous to the town and the traffic in the streets.

37. There are other clauses and provisions in the Bill which, if sanctioned by Parliament, would materially and injuriously interfere with the property, rights, and interests of your Petitioners, and they object thereto, and other clauses and provisions which are necessary for their protection have altogether been omitted therefrom.

38. The Preamble of the Bill, so far as it relates to the matters aforesaid, cannot be proved.

Your Petitioners therefore humbly pray your Right Honourable House that the said Bill may not be allowed to pass into law as it now stands, and that they may be heard by themselves, their Counsel, Agents, and Witnesses before the Committee of your Right Honourable House to whom the Bill may be referred against the Preamble and Clauses and Provisions of the Bill, and also, if need be, in support of such other Clauses and Provisions and Amendments as are necessary for their protection, and that

your Petitioners may have such other relief in the premises as to your Right Honourable House may seem meet.

And your Petitioners will ever pray, &c.

The Common Seal of the Urban District Council of Sandgate was hereunto affixed at a meeting of the Council, held the 16th day of February, 1906, in the presence of



L.S.

J. H. W. HUNTLEY,
Chairman.

J. SHERA ATKINSON,
Clerk.

HOUSE OF LORDS.
SESSION 1906.

Folkestone Sandgate and Hythe Tramways
(No. 1) Bill. [H.L.]

PETITION

OF

THE SANDGATE URBAN DISTRICT
COUNCIL,

AGAINST,

BY COUNSEL, &c.

J. SHERA ATKINSON,
Clerk to the Council,
51, High Street, Sandgate.

W. AND W. M. BELL,
27, Great George Street,
and
3A, Dean's Yard, Westminster,
Parliamentary Agents.

Printed by J. B. NICHOLS & SONS, Parliament Mansions,
Orchard Street, Victoria Street, S.W.



The Hythe & Sandgate Tramway 1891–1921 by Roger Wood

Above: Tramcar no. 5 known as "the toastrack", photo by kind permission of Brian Hart

The tramway which ran from Sandgate to Hythe between 1891 and 1921 was born of the rivalry of the railway companies serving Kent and local land-owner interests.

Although Hythe had been served by the South Eastern Railway's (SER's) station at Westenhanger since 1844 and a new station at Cheriton was named Shornclyffe and Sandgate in 1863, the people of neither town were satisfied with such distant services.

Despite its station's location outside the town up Blackhouse Hill, the opening in 1874 of the branch from the main line at what is now Sandling station was greeted in Hythe by much civic celebration. However, the new station bearing Sandgate's name, which was actually in Seabrook where the branch ended, failed to generate the same enthusiasm.

Serving the existing towns of Hythe and Sandgate was not the SER's primary motive for building the new railway. Under the Chairmanship of Sir Edward Watkin, one of the great railway proponents of the late 19th century and MP for Hythe from 1874, the company planned to extend the new line through Sandgate and under the Leas Cliff to Folkestone harbour to provide a better route than the harbour branch in Folkestone and to

gain financial advantage over its great rival, the London Chatham and Dover Railway (LCDR).

Watkin's plans were opposed by Viscount Folkestone, later the Earl of Radnor, who owned most of the west end of Folkestone and was committed to building the fine houses and hotels which are now arrayed behind the Leas Cliff. He saw the railway as thoroughly detrimental to his ambitions as it would sever the seafront from his planned developments.

TRAMWAY PLANS

At the time, local transport was provided by horse-drawn buses, run by competing companies, which were often uncomfortable and unsafe. In 1882, some local worthies, the names Cobay and Mackeson among them, set up the Folkestone, Sandgate and Hythe Tramway Company with the active support of the SER. After a few plans had foundered on landowner and LCDR opposition, the company proposed a tramway from the Seabrook Hotel, now the Imperial, along Princes Parade and Sandgate Esplanade, then through Sandgate High Street

to the foot of Sandgate Hill. This would make use of a railway line which had been laid along Princes Parade during its construction and, on Watkin's instruction, retained after the opening in 1881. A further line would run from Princes Parade to Hythe station, crossing the Royal Military Canal and running uphill along what is now Cannongate Road.

This tramway was approved in the Folkestone, Sandgate and Hythe Tramway Act 1886. Mechanical traction was permitted but Viscount Folkestone was granted control over the construction of the section through Sandgate High Street. He had long opposed tramways in Folkestone and probably saw the SER's tramway plans as a trojan horse for the railway's ambitions.

Even before the passing of the Act, Watkin had ordered the building of the Princes Parade to Hythe station line as it ran over private land owned by the Seabrook Estate Company: a local newspaper reported that it was being used by a steam engine to carry materials for the repair of Princes Parade as early as January 1886. Construction along the Esplanade was delayed until 1888 by building supply difficulties and pressure of work on the SER's chief engineer.

Continued on page 30...

S.E.R. FOLKESTONE HYTHE & SANDGATE TRAMWAYS 1894

But it was when work started in Sandgate High Street that the writs started to fly.

Despite a longstanding legal commitment by the Tramway Company that it would not attempt to build along the Lower Leas but with local newspapers reporting to the contrary, Viscount Folkestone insisted that the rails in the High Street be laid to a gauge of 3'6" while the built sections were at the standard railway gauge of 4'8½". The arguments rumbled on through 1889 and 1890 with work halted.

Meanwhile, the SER ordered 2 horse-drawn tramcars and, having overcome some issues raised by the Board of Trade Inspector, services started between the Seabrook Hotel and the west end of Sandgate High Street on 18th May 1891.

On 1st June 1892. However, due to the steep gradient, the branch to Hythe station never carried passengers.

The tramway was a great success carrying 100,000 passengers in its first year and taking fully shareholders a 6% dividend, and was taken fully into the SER's ownership in 1893. In 1894, the tramshed bearing the inscription shown in the photograph (above) was built opposite the Red Lion in Rampart Road and this was later extended to incorporate stables: hitherto, the horses had been stabled at Hythe station. A further two tramcars were commissioned, one with doors and windows for winter services, and a fifth car without a roof followed in 1899.

By 1900, the timetable offered 16 journeys each way between 10 in the morning and 10 at

With the outbreak of war in 1914, the service was suspended and the horses were commandeered by the army. The staff either joined up or were redeployed by the Railway Company.

After the war, horses were very difficult to come by so ex-army mules were acquired and the service resumed in the summer of 1919. However, the mules lived up to their reputation and proved difficult to control, often failing to move when bidden and tending to wish to vary the route away from the tracks at road junctions. They were replaced by horses within a couple of years.

A further change wrought by the war was that women were employed on the tramway for the first time, albeit in the role of conductress.

A VICTORIAN ANACHRONISM

The post-war world saw horse-drawn trams as a Victorian anachronism and, with the Sandgate Hill Lift lying derelict, there was only sufficient demand to sustain operation during the summer season. With the deteriorating track needing significant attention, it was decided to cease operations at the end of September 1921. Most of the track had been removed by 1924 although there are claims that rails were still in place on Princes Parade in the 1930s.

So what remains of the tramway? The tramshed and stables in Ramparts Road are now in use as architects' offices. There are still rails in the ground behind the hoardings facing onto Red Lion Square which was occupied by a restaurant which suffered a fire.

The causeway which divides the Imperial Hotel's golf course in two is the embankment which took the station branch of the tramway from the canal to Princes Parade. Also, there is a timber shelter on Princes Parade, at the end of the footpath which runs from Seabrook Road where it meets Cliff Road, which is referred to as "the tram stop" but the author has seen no evidence that the shelter was there in the days of the tramway.

Otherwise, nothing remains of the "Four Mile Ride by the Sea" which would be such a great entertainment if it were still with us today.



Above: Postcard from 1903 (author's collection)

Then in 1891, the Earl of Radnor, as the Viscount had become on the death of his father in 1889, suddenly relented and agreed to the completion of the tramway through to Sandgate Hill on standard gauge. The reasons for his change of heart are unclear but the most likely explanation is that the Sandgate Hill Lift, which was then under construction on his land and which would terminate a few hundred yards from the end of the tramway, would pay him 2½% of all receipts in excess of £1,000 per annum.

With the legal shackles removed, construction of the tramway through Sandgate progressed quickly and passenger services began on 1 August 1891. The western extension to Red Lion Square, via South Road, Stade Street and Rampart Road, then followed

night. The fare of 3d for the full journey from Red Lion Square to Sandgate Hill is equivalent to about £1.34 in today's money, quite a reasonable sum for nearly four miles. However, by now motor buses were appearing on the streets and the tramway was, in tandem with the Sandgate Hill Lift, becoming just a popular leisure ride.

FURTHER READING

In writing this article, the author has drawn heavily on the excellent book by Brian Hart. Further information with photographs and maps can be found at:*

www.disused-stations.org.uk/features/hythe_and_sandgate_tramway/index.shtml

*The Hythe and Sandgate Railway incorporating the Hythe and Sandgate Tramway, Wild Swan Publications, 1987.

Portex Inter-departmental Darts Tournament

The Albion Club, Hythe was the venue recently for the Interdepartmental Darts Tournament.

Held on three consecutive Mondays, 25 teams of 4 entered from all areas of the company, including a senior management team.

The Winner's Trophy was presented by Chris Giles, to a team from the Tool Room, captained by Nigel Griggs. The runners-up were a team from Production Services.



Our picture shows from left to right - Nigel Griggs, Captain, Mick Stone, Bill Swain, Ed Tomlinson, Social Club Organiser, Don Hyde and Chris Giles.



Our picture shows Dave Lungle of Production Engineering and Lil Thomas of Assembly Day Shift, holding the Cup they won in the Portex Darts Doubles Tournament. The match was held at the Hythe Football Club and twentyfive pairs competed for the prize. Runners up were Malcolm Dunn and Ron Cross.

The Cup was presented by Ed Tomlinson in his capacity as Sports and Social Club Secretary.

Ad Hoc

The following article has been submitted by Eamonn Rooney of the Extrusion Department. It is obvious from this most interesting account of the old Hythe-Sandgate tramway that Eamonn has spent an enormous amount of time researching his subject. The photographs are part of a collection of old postcards of Hythe and district which he has in his possession.

Hythe & Sandgate Tramways

In front of "Betty's" Restaurant in the Red Lion Square you may notice a number of pieces of old railway line set into the cobbles. These, and the buildings which house "Betty's", are all that remain to show that trams once operated from there. On the wall of the building behind "Betty's" can be seen the title stone bearing the legend "S.E.R. FOLKESTONE, HYTHE & SANDGATE TRAMWAYS 1894". S.E.R. stands for South Eastern Railway, of which more later.

In 1880 a bill was laid before Parliament seeking powers to provide a tram service in the area. The company named was the FOLKESTONE, SANDGATE & HYTHE TRAMWAY COMPANY, of which HENRY DAVEY & E.E. ALLEN were principal nominees. The tramway, as originally envisaged, was to be 2¾ miles long "commencing at Albion Terrace, Sandgate Road, Folkestone and running to a point near the bridge over the Seabrook stream in Hythe", possibly near the "FOUNTAIN" hotel as the tramway to HYTHE was originally planned to follow the main road, not Princes Parade. The gauge to be 3ft 6ins. Further bills were laid before Parliament in 1884, 1886, 1888, 1892 and 1900. It was remarked at the time "never had such a small tramway obtained so many

Parliamentary powers". Although included in the company's title FOLKESTONE was never served by trams as it was argued that the roads in the vicinity were too steep for horses. The S.E.R. had a lot of influence over the final form the tramway was to take.

They were permitted to contribute £1,000 to the tramway company's capital. They also undertook to guarantee the interest on the company's capital.

It would be pertinent to mention here that the Hythe & Sandgate branch of the S.E.R. was opened on the 9th October 1874, although permission for it to be opened had, in fact, been given in 1864. It was 3½ miles in length, running from Sandling Junction to Seabrook. The station here was officially named Seabrook in Sandgate (sic.). In 1876, powers were sought to extend the line to FOLKESTONE HARBOUR USING THE Lower Sandgate Road. Due to public pressure, the idea was scrapped. The Hythe station closed on 3rd March 1943 as a wartime measure, re-opening on 1st October 1945, only to close finally on 3rd December 1951.

Significantly, what was to become part of the tramway had already been built in Cannongate Road, as a long railway siding to assist in the construction of Princes Parade and the sea wall. The line ran along Cannongate Road, over the canal to, and along, the seafront. Horse-drawn wagons carried the materials, but later the contractor obtained a steam locomotive which had worked the Berber-Suakim Railway in the Anglo-Egyptian Sudan. The Cannongate line was standard railway gauge, i.e. 4ft 8½ ins.

Construction of the tramway proper began in 1889, but was halted at the Coastguard Station in May of that year due to objections by LORD RADNOR, who disagreed with the means of locomotion, personally favouring steam. Eventually, after some delay, work continued towards Sandgate. Construction, meanwhile, continued towards HYTHE. The first stretch of tramway opened on the 18th May 1891. It ran from the Sandgate Schools to the SEABROOK HOTEL, now the IMPERIAL HOTEL. Construction continued towards HYTHE, this stretch opening on 6th

Sandgate and Hythe Tramcar, Sandgate



June 1892. On this section there were many sharp turns, so the cars were equipped with water tanks on the platforms. The tanks were fitted with taps to lubricate the wheels, thus assisting in negotiating the sharp turns. The length of the completed tramway was three miles - 29 chains laid to standard gauge. Note: standard gauge (4ft 8½ ins) not 3ft 6ins, this was because building of the Sandgate to the SEABROOK (IMPERIAL) HOTEL section had utilised that part of the railway line existing on Prince's Parade. The remainder of the old Cannongate siding was never used for passengers and fell derelict.

The S.E.R. was permitted by Act of Parliament to take over the tramway at a capital cost of £26,753. This it did on 29th June 1893. From then on the crews were fitted out with railway guard-type uniforms. PIKE'S Blue Book Directory 1893-94 mentions an hourly service - from HYTHE 10.00 a.m. - 7.00 p.m.; from SANDGATE 10.30 a.m. - 7.30 p.m.; Sunday's from HYTHE 2.00 p.m. - 7.00 p.m.; from SANDGATE 2.30 p.m. - 7.30 p.m. The fare was 2d. By 1895-96 the service was half hourly and the fare 3d. As the depot in the Red Lion Square was built with the advent of the S.E.R.'s ownership, the cars must have been shedded elsewhere previously. The company had five tram cars and 25 horses. The depot only had room to shed four cars and it is believed that one car was sent in rotation to Ashford Railway Works, probably for overhaul or painting. Of the five cars, one was a closed saloon, two were roofed cross-bench cars and two were open cross-bench cars. The livery was one overall colour, i.e. S.E.R. carriage lake, except that the saloon was lined out in gold.

However, events were beginning to overtake the tramway. In 1903, FOLKESTONE MOTORS LTD. began a service of large open motor buses. Examples of the fares were - FOLKESTONE to SANDGATE 4p; to SEABROOK 6p; to HYTHE 8p; but whilst the fares were dearer than the trams there was the advantage of a straight through run. In 1905, the National

Electric Construction Company Ltd. had well advanced plans for an electric tram service. They had plans to take over and electrify the Sandgate to Hythe tramway. With the failure of their surface contact system, they applied for permission for overhead electrification but this was rejected by the local authorities.

World War One had its effect on the tramway - the service was suspended "for the duration" on 7th August 1914. It was reinstated in Whitsun 1919. In the years 1919, 1920 and 1921 the service operated in the summer only. The tram route ran from the Red Lion Square, along Rampart Road, over the Nelson bridge, into Stade Street, Down Stade Street, turning sharply into South Road, holding the centre of the road; sharply again into Twiss Road. It then ran across a corner of the grounds of the SEABROOK HOTEL; here it ran between tamarisk hedges to protect the residents from the gaze of passengers, then along the north side of Prince's Parade to the Lifeboat Station. From here it followed the extreme right of the road along the Esplanade and Sandgate High Street until just pass the Alhambra Theatre (later the Rex cinema, now demolished), it inclined to the centre of the road holding, thus to the terminus at Sandgate schools.

Of all that extensive system, we are left with some pieces of old rail, a building and a sign to remind us of the Sandgate Tramways.



HIGH STREET, SANDGATE



Old Sandgate Street

Whilst visiting the Cardio Thoracic Unit at one of the Sheffield hospitals recently, I saw the following quip which had been framed by the heart/lung technicians and hung up for the right people to see.

"As soon as the rush is over, I'm going to have a nervous breakdown. I've worked for it; I owe it to myself, and no-one is going to deprive me of it."

R. Malloy
U.K. Sales

Good-Bye Mr. Chips

In an attempt to obtain some money from a reluctant customer, I telephoned the chief buyer and was put through to his office, the time being about 5.45 p.m.

This customer is sited in Coventry where one would expect to hear Midlands accent, yet the man who answered the 'phone had a cultured voice and on being asked if Mr. was available, replied that "Mr. had left. I am only the carpenter fixing his desk!"

I caught him the next morning.

D.R. Charman

Wish You Were Her (e) Or:- Weather is Here Wish You Were Lovely!

We three secretaries of the Export Sales Department are pleased to have the opportunity through "Blue Line" at last to tell the rest of the Company what goes on "behind the scenes" before any of "Our Lads" disappear on one of their overseas business trips:-

Firstly, we have to contend with the high spirits and general excitement usually accompanying such an excursion. We gaze with green glazed eyes at the brochures of far away places and pretend to be quite content to remain in the Costa del Huelo! (Who wants to go to boring old Acapulco anyway?)

Before they depart, we are expected to not only be the perfect P.A. but combine these duties with those of nursemaid and nanny, sympathising when they have been brutally injected against unheard of tropical diseases and compiling "Visit Files" which are sheer miracles of organisation, containing everything for their health, safety and well-being whilst they are cut-off from our tender care. These files are specifically designed to make them appear ultra-efficient and

Society's snapshots of Sandgate's simpler past

Way we were

Tell us your story
Anthony Thrower
antony.thrower
@KRNmedia.co.uk
01303 851683



TIME machines may still be a scientific possibility, but visitors will be transported back in Sandgate this weekend, to times of smuggling and when trams trundled through the parish, thanks to a large display of photos provided by the Sandgate Association.

Those taking the trip back might look at one of the pictures of a man, resplendent in a top hat, sitting aboard a carriage, possibly an early forerunner to a taxi. As he holds the reins, his horse stands patiently.

No tarmac has yet been laid, this is still a few decades in the future, a neat white picket fence stands beside him.

There is no way of knowing who the man in the picture was, or who his next one would be. A single sentence explains all which is known about him: "Sandgate: bent in carriage, possibly turn of the century."

Taken some years later is a time at which horse-drawn trams dominated the landscape. Their rails can be seen

winding through the High Street, where the white lines are today. A clue to the era is provided by the dress of women going by.

In another, horses pull a tram loaded with passengers, while the conductor tries to take their fares. An early bus no doubt, but one without a roof.

All the pictures can be viewed this weekend in the Reading Room above the old Fire Station in Sandgate High Street. Sandgate Association member Jill Partridge said: "We felt that as we have such a huge collection of wonderful photographs and items of interest about Sandgate, it would be a nice idea to invite residents and visitors to come and enjoy them."

"They were collected over many years and give people the chance to see how the village looked in times past, before the advent of the motor car when life was led at a far slower pace.

"Sandgate even once had its own cinema.

"It gives an insight into life in Sandgate when it was a busy ship-building community and when smuggling regularly



HORSE DRAWN: Trams once trundled along the High Street

took place. A time when the village could cater for every need, from groceries to having your radio repaired, buying your shoes and clothes locally and when going to Folkestone or Hythe was a real treat.

"It was when people didn't travel very far and having your extended family living near you was the norm, not the exception."

The display will also feature tributes to famous Sandgate residents who have died recently, including shoe repairer Fred Moore, who owned his High Street business for 75 years, and former BBC aerospace correspondent Reg Turnhill.

Mrs Partridge said: "We will have a continuous photo gallery on display along with the chance to hear recordings made by four of our former long-term residents of their recollections of Sandgate long ago.

"The archive team will be available to show visitors round their headquarters and, of course, answer any questions.

"We look forward to seeing people for an enlightening visit."



HISTORIC: The display features old photos of Sandgate



WHERE'S WALLY?: The fictional character stood out in the crowd at Stella Maris Primary



IN IT TOGETHER: Staff and students alike at Stella Maris dressed up for National Book Day

Keep in touch with Herald

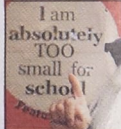
SCHOOLS – don't forget to let us know what's going on. Whether it's Ofsted success or a topic week, we want to feature it on the Herald's weekly schools page. But not only that, we want to know about the people behind the

schools and the extraordinary things they do.

Call 01303 850999 or e-mail us details to newsdesk@folkestone.com or register at www.thisiskent.co.uk or register at www.thisiskent.co.uk to contribute directly to our website.



JOY OF READING: The Mad Hatter's Tea Party was organised by Pent Valley students at the Caterpillars Children Centre, Folkestone



WIZARD: Capel-le-French head David Metcalfe

thisis Kent

For more pictures from schools in your area

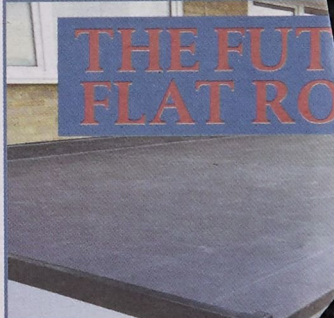
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Bus with big role in coastal life

ONE of our pictures from the past this week comes from the collection of 79-year-old Dorothy Castle from East Lodge Road, Godinton Park, Ashford, who knows little about the significance of the photograph.

For some reason her mother kept this shot of the first bus to run from Hythe to Folkestone.

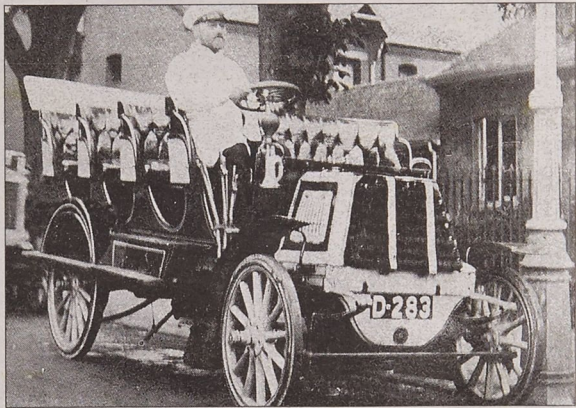
A Mr Bloom of Hythe owned the bus and the proud driver was a chap called Peter Shrubsole.

Mrs Castle was born in Naccolt, near Wye, where her mother Elsie Ottaway kept an album of interesting postcards.

Her father Charlie was injured and lost a leg in the Second World War.

He re-trained as a cobbler and for many years ran a shoe repair business at Petham.

Mrs Castle has many fond memories of childhood life in the small communities of the South Downs.



EARLY SERVICE: Peter Shrubsole at the wheel of the first bus to run between Folkestone and Hythe



THE 'Pop' Wills charabanc in Cheriton Place,



PETER Hooper's postcard picture of two charabancs just off Bouverie Square, Folkestone – a photograph taken by the West End Photo Co, whose premises were just down the road at Alexandra Gardens. The outing picture dates from between the wars. Notice how the charabanc on the right completely dwarfs the other, no doubt older one, on the left which bears E.V. Wills' plate advertising his Folkestone, Sandgate & Hythe Motor Service, operating from a base in Cheriton.

Best sort of bike in Highlands

AFTER seven years as head of Park Farm primary school, Elizabeth Best is taking the high-road for a new life north of the border.

Mrs Best is quitting teaching and heading to the north of Scotland with husband Graham, for a new challenge.

All 400 pupils turned out for a special assembly to present Mrs Best with a leaving gift of a mountain bike and two framed pictures of Folkestone.



GOODBYE: Pupils think departing head te

Jobs boost with Euro assistance

BUSINESS will be able to ic development board said the

fordka



MEMORIES

with Bob Hollingsbee

First bus launch

AT THE turn of the century horse buses were a familiar sight in the Folkestone and Hythe district but a switch to motor buses and charr-a-banc, or coaches was imminent.

The strong military presence both at Shorncliffe and Hythe helped to justify a half-hourly horse bus service, increasing to ten minutes in many areas at peak times of the day, but the motor buses were to usher the district into a new age in which the pace of life speeded up dramatically.

There is a great deal of folklore about the first Folkestone and district buses passed down over the years, no doubt in good faith, but some of it pure fiction. It has been widely believed that a Folkestone company started a service as early as 1899 — when there were still many people in rural areas who had not even seen a car.

But a motoring enthusiast friend of mine, Richard Ross, of Gravesend, who has been researching the progress of public transport in Kent for a number of years, believes the first firm with a regular stage service was Folkestone Motors Ltd, in summer 1901.

And he was closely followed by John Cann. Another company, Folkestone & District Motor Car Co Ltd was set up in January 1900, says Richard, with a capital of £1,000 to run trams, omnibuses and cabs.

Secretary was Mr HS Tolpuit, a member of a well known local family of timber merchants. The office was at 8 Shellons

Street — at one time the premises of restaurateur HL Gironimo, and the first car was reported to be in the course of construction. Involved in this project was Percival Morgan who owned the Morgan Cycle Works in Rendezvous Street.

But this company was wound up due to lack of capital soon afterwards.

Sensation

The first person to take to the road with a bus, according to another researcher, the late Frank Woodworth, was Herbert C Salter who created a bit of a sensation with his steam bus running between Dover and St Margaret's Bay. He appeared in Folkestone with a vehicle called a Lift steam wagonette in 1901. This supposedly proved popular on private party runs but no attempt was made to run a regular service.

On July 8, 1901, however Thomas Flower Maltby well known for his Alhambra music hall in Sandgate was granted a licence to run a bus by Folkestone Town Council, with his son John 'Big Jack' as the driver. This charr-a-banc — a name often anglicised as charabanc — was probably an 8hp Daimler.

Eleven days later Folkestone Motors Ltd was officially launched, with a capital of



CHARABANCS: Three of the first buses, a Daimler, 10hp MMC 9-seater and the bigger, 25hp Maltby/Iden

£5,000 and Tom Maltby was joined by directors Charles Perry, later medical officer for Sandgate, Henry Martingell, a commission agent and, later Folkestone hotel owner Charles Constant Wampach. Thomas Maltby was a marine salvage contractor as well as a showman, and his son 'Big Jack', aged about 30, had an ironmongers and china shop in Sandgate. But much later he was to become managing director of the separate Maltby motor

business which earned a national reputation for the quality of its car, charabanc and lorry coachwork at Sandgate. Finished cars went on sale in showrooms set up in Hythe, Folkestone and Canterbury, some of them featuring in previous Memories articles.

The bus service took off, bigger and better charabancs were acquired or built and later William H Willis became MD and traffic manager as the bus operation became a separate business.

FROM OUR FILES

Compiled by Bob Hollingsbee

Folkestone racecourse set to be first in Kent

1898 MANY people were looking forward to the first meeting, over two days, at Kent's first Jockey Club-licensed racecourse, at Westenhanger, about two miles from Saltwood with its newly laid railway link to the Ashford line. The owners had bought a 210 acre site, including Westenhanger House, which was to be the clubhouse, and leased a further 320 acres. It had stabling for 50 horses and the ancient tithe barn was to house the carriage horses of visitors. Folkestone contractor Daniel Baker laid out the course and put up buildings, including three stands for up to 2,200 spectators. Manager/secretary Percy Alleyne had his quarters in the house, associated with Henry II and the Fair Rosamund, and the first race was to be the Fair Rosamund Plate. Course architect was Reg Pope of Folkestone.

Drama as store blaze forces evacuation of 50

1923 BIG event of the week was a serious fire at Lewis & Hyland's drapery and outfitting shop on Rendezvous St where a small basement fire had been put out by firemen in the morning. At 9pm a fierce fire was discovered, a red glow shining through glass skylights in the pavement and soon flames were seen through windows as the 40-50 staff and domestics were evacuated to the Queens Hotel and police held back crowds. The fire became a furnace and suffocating fumes and smoke filled the air outside as, it was feared, most of the £15,000 worth of stock was destroyed. At one time it was thought the blaze would spread to Bobby's store next door. Another talking point that week was a campaign to restore the post office telegrams service to pre-war standards, when a telegram received by the post office up to 10pm would be delivered that day. The complaint was telegrams written after 7pm were not delivered till the next day.


Pluto pipeline is lifted and sold for export

1948 HERALD writer The Roamer told of an export trade in the iron pipes of Pluto (Pipeline under the Ocean) which carried fuel under the channel from Romney Marsh to our invading troops in Normandy after D-Day. The pipes were recovered and railed from Appledore to Martin Mill near Dover for cleaning before shipping abroad. BBC lma favourite Tommy Handley, joined by fellow star Jack Train, was due to re-open the Romney, Hythe & Dymchurch Light Railway after restoration, by driving the engine Dr Syn which was due to go on show in Canada. A partner in a Hythe garage business made history he perhaps regretted when he became the first civilian pilot believed to have been prosecuted for landing an aircraft without landing lights. It happened at Lympne where he was said to have narrowly missed the control tower after diverting to the deserted airfield due to fog. Motorists helped him to land by switching on their headlights. Summonses were dismissed on payment of 12 shillings (60p) costs.

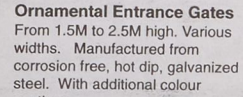
Minister urged to act after double road tragedy

1970 FIFTY years ago road safety was uppermost in the minds of local people after two women in their 60s were hit by a bus and killed at Sellindge where the main A20 road was badly lit. The tragedy was at the same spot where a child of eight was knocked down and killed eight years before. And at Folkestone parents were demanding a speed trap on Hill Road between the two roundabouts, where children daily crossed to get to school. Cars were said to speed at up to 60mph. Petitions were organised at both blackspots and there were demands for underpasses. And at Sellindge the council wrote to the EEC roads minister protesting at talk of even bigger lorries. As to Sellindge, Sherway MP Albert Costain held an after-dark meeting and called on Transport Minister John Peyton to take action.


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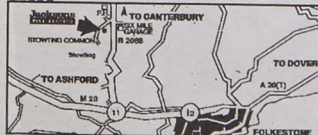
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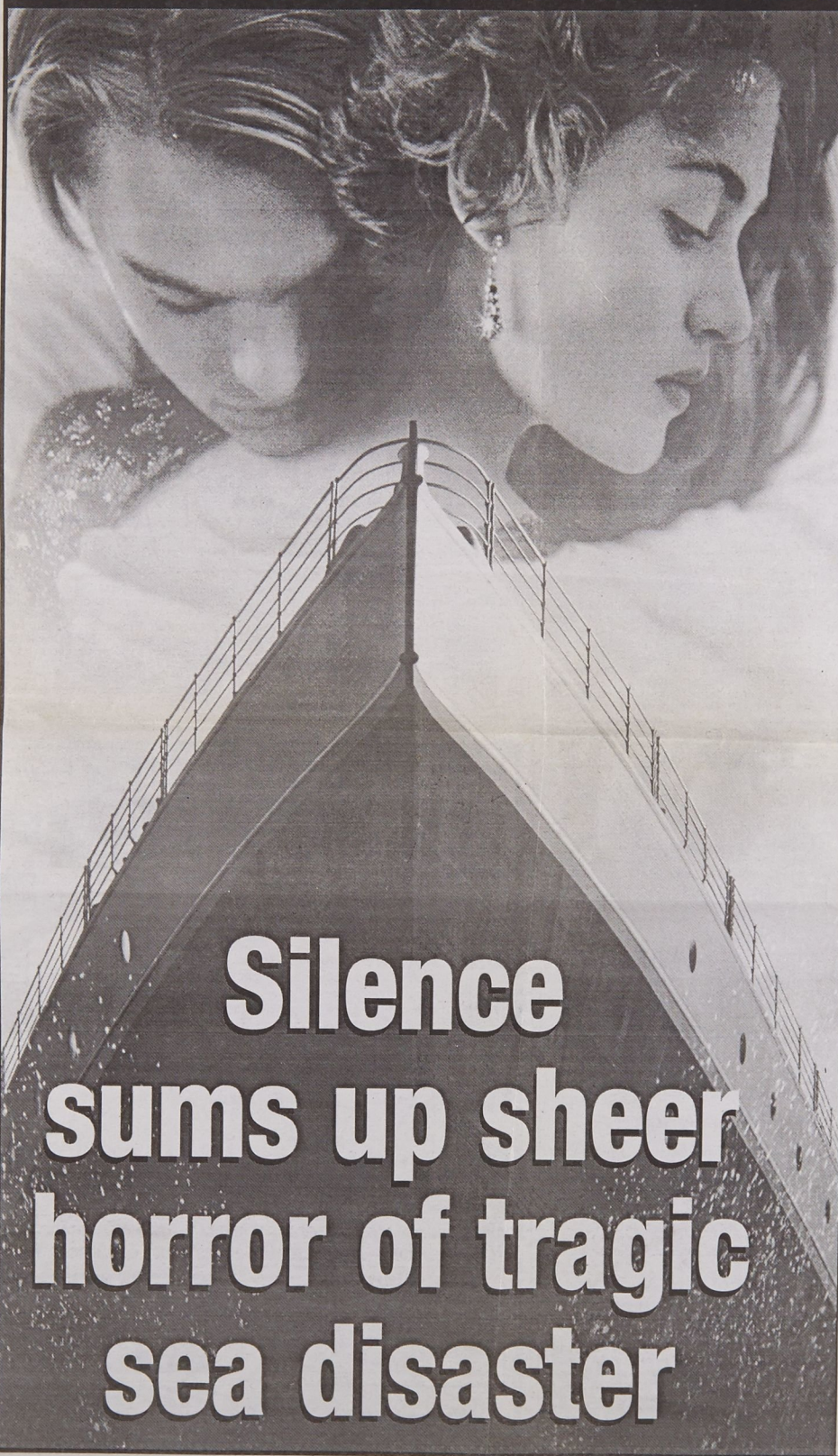


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LOCAL MAN'S INSATIABLE THIRST FOR SECRETS BEHIND



**Silence
sums up sheer
horror of tragic
sea disaster**

Sarah Hall meets a writer with a fascination for the tragic titanic catastrophe

SHE was heralded as the ship that couldn't be sunk — but 1,513 men, women and children lost their lives on a tragic night in April 1912.

But while the Titanic's shell lies broken and desolate at the bottom of the Atlantic ocean, the memories, revived by this year's blockbusting film about the disaster, live on.

But it was a chance viewing of Kenneth Moore's, *A Night To Remember*, which led one Shepway-based writer to dredge for details of the Titanic's historical maiden voyage — resulting in a journey that took him around the world.

Dave Bryceson, who runs the Video Vaudeville on Tontine Street, Folkestone, was so moved by the earlier film that he set out to uncover some of the Titanic's lost secrets.

"There was so much I didn't know," he explained. "I was determined to find out more and joined the British Titanic Society which took me even deeper into the story.

"Luckily, I managed to purchase all the newspapers from the time that covered the Titanic's story — from the moment it sank, to the end of the British inquiry — and it was then that I realised that so much information had been lost and that I was the one who was going to find it."

Compelling

Having decided to write a book on his findings, Mr Bryceson immersed himself in the great ship's story — piecing it together from his cuttings, interviews with experts and most importantly, through his meetings with survivors.

"I have met many wonderful people and visited some fantastic places through my investigations," he said. "Perhaps the most interesting was meeting Eva Hart, a Titanic survivor who boarded the ship aged seven.

"One of the things that I was astounded to learn from her was that whilst travelling on the Titanic she was served a grapefruit for the very first time. It was the little snippets of information like this that compelled me to find out more."

But while the Titanic was undoubtedly one of the most luxurious and fantastic liners of the time, revelling in the fancy foods and surroundings it provided, Mr Bryceson is quick to point out the phenomenal number of innocent lives she took down with her.

He said: "I can remember talking to Eva about the moment when the ship went down and the people were left floundering. She could recall talking to her mother about the disaster when she got home.

"While her mother acknowledged that the noises made by the drowning people were horrific, Eva recalled her mother saying simply: 'But the silence afterwards was worse."

"To me this summed up the sheer horror of the sinking of the Titanic."

Mr Bryceson released his book, *The Titanic Disaster*, during March 1997, but interest generated by the Hollywood blockbuster *Titanic*, starring Leonardo DiCaprio and Kate Winslet, has upped demand.

In fact, Mr Bryceson narrowly missed securing himself a dream role in the multi-million-pound production.

Disappointment

He said: "I heard 18 months ago that they were filming off the Mexican coast and needed extras and so contacted the Titanic Historical Society.

"I got in touch with the film company immediately who said I was more than welcome to take part and to wait for a phone call telling me where and when. Unfortunately it never came!"

But Mr Bryceson is determined to maintain his detective work into the



Above: Route of the lift from the Leas to Sandgate Hill

CLIFF LIFTS IN FOLKESTONE

The first of three cliff lifts in Folkestone is the Leas Lift which opened in 1885 and is the only one still in operation. Hoping to emulate its success, the **Sandgate Hill Lift Company was established in 1890** to promote the building of a lift running from the west end of The Leas down to the east end of Sandgate High Street to connect with the horse-drawn tramway to Hythe which was then nearing completion. This would provide a transport link for the well-to-do residents of the fine houses and hotels which were rapidly spreading west along The Leas.

WORKINGS AND DESIGN

All three were water-balance lifts comprising two cars running on steel rails connected by a steel cable running round a large wheel at the top station. Large tanks under the car floors were filled with water at the top station to make the upper car heavier than the lower and, when the lower station was reached, the water was discharged. Various braking systems were installed to both control the movement of the lift cars and prevent accidents in the event of mechanical failure.

The first lift had used the public water supply, draining the used water to the sea. However, the supply proved inadequate on the busiest days so, in 1890, pumps driven by engines running on town gas were installed to return the water from the bottom station to the top. Pumps were used on the Sandgate Hill lift from the start.

The Sandgate Hill lift differed from the others in that it was not so steep. Indeed, the Company referred to it as a water balance tramway and, whereas the other lifts were controlled from the top station, each of the cars on this lift had a conductor on a platform at the downhill end who controlled the brakes.

The tracks were built to a gauge of 5ft 6in and the gradient of the line was 1 in 4½ except in its middle section as it **crossed a farm track** (which became Radnor Cliff Crescent) on a

bridge where it was relaxed to 1 in 7. Rollers in the middle of the track guided the cable.

CONSTRUCTION AND OPERATION

Building ran through the hot summer of 1892 with materials brought in by the tramway. A church temperance group became so concerned that the navvies were frequenting the ale houses of Sandgate that they provided a barrow with a soft drink called Stocco free of charge.

The lift opened on 20th February 1893 and carried 500 passengers on its first day. On August Bank Holiday Monday, over 3,000 rode on it. It was profitable for the first ten years of operation but competition from motor buses, which were better suited than their horse-drawn predecessors to deal with Sandgate Hill, started to take the traffic from the lift and the tramway thereafter.

Military personnel were the main users during the Great War as Folkestone and Sandgate became garrison towns. Manpower for repairs was in short supply and service was suspended in July 1918 with the lift and its finances in a sorry state. It did not reopen and was sold for scrap for £650 in 1924.

WHAT REMAINS?

At the end of The Leas, the house called **Sandgate Point** stands on the site of the upper station and is reputed to have a cellar formed from its water tank. The lower station on Sandgate Hill remains in a much-extended form as a block of flats, Croft House: the original brick frontage can still be seen together with the start of the incline where it cuts into the hillside.

The abutments of the bridge over Radnor Cliff Crescent will be there for many years as they were built of concrete with a Kent ragstone facing. The abutment on the downhill side of the street is next to Wells House, a nursing home which was built for H G Wells as Spade House in 1901.



Above: The bridge abutment adjacent to Wells House, former home of H G Wells Below: The uphill bridge abutment on Radnor Cliff Crescent



FOLKESTONE'S CLIFF LIFTS

Much of the information in this article comes from "Folkestone's Cliff Lifts" by Brian Hart (Millgate Publishing Company 1985). Further information based on Brian's work can be found at: www.disused-stations.org.uk/features/sandgate_hill_lift/index.shtml

THE HYTHE TO SANDGATE RAILWAY

By Michael Jack

There are a number of old railway tracks around Kent, although most of them are overgrown, often impassable and their rails taken up. Others have been built over and the stations adapted into homes or demolished and a new house built on the spot.

Passing through Hythe and Saltwood are the embankments, cuttings and other works of the old Hythe to Sandgate line. A friend of mine is the granddaughter of the first Hythe station master; later her father held the post. She kindly allowed me to photograph a number of interesting prints and photographs and my own work (grass cutting) brought me in contact with an aspect of this former railway that can be known to few people.

But first, a brief historical survey of this railway. The London South Eastern Railway Company had developed its London to Folkestone to Boulogne route to try and capture traffic from the London Chatham and Dover Railway who had obtained the Dover—Calais mail contract in 1862. There was intense rivalry between the two companies. However, the route from Folkestone down to its harbour is very steep and an easier way down to the harbour was sought. In June 1864 an Act of Parliament authorised the promotion of a line branching off from the main London—Folkestone line just over a mile east of Westenhanger station, running to Hythe and Sandgate. It was intended to extend it to Folkestone harbour but in 1865 the two rival railway companies agreed to share the continental receipts and therefore the Folkestone extension plan was dropped.

No less a personage than the third son of Queen Victoria visited Hythe to "cut the first sod" — Prince Arthur, Duke of Connaught — on April 11th 1872. The artist's impression shows the Prince in morning dress complete with top hat, about to place a strip of turf into a delightfully curly wheelbarrow. (One wonders how he managed to retain his top hat!)

The construction of the line went ahead and it was formally declared open on October 9th 1874 by the Duke of Teck, father of the late Queen Mary. It was a festive day for the neighbourhood with the shops closed, a firework display, a torchlight procession and a ball in the evening.

The line was three miles long with one major work — a 94 yard tunnel not far from the junction. The railway cutting on the Hythe side of the tunnel has been in use as a rubbish dump but the tunnel itself, I was told, has a preservation order on it. The line passes by Saltwood Castle on an embankment, reaches Hythe station, situated on Blackhouse Hill behind the town and then slopes gradually down beneath what is now Cliff Road to end at Sandgate station, west of Sandgate itself and lying above the eastern end of Princes Parade. The trains connected with the main line at Westenhanger or ran to Ashford, until Sandling Junction was built in 1893.



The Duke of Teck opens the railway, 9th October 1874



The Seabrook terminal railway station

(Miss Flight)

In the 1920's there was a weekday traffic of around twenty trains each way daily, with Sunday trains only in summer. However, the development of bus services between Hythe and Folkestone soon made the second half of the line uneconomic and the Hythe to Sandgate section was closed on April 1st 1931. The East Kent Bus Company built their garage and depot on the site of the old railway station, and it is still in use.

The rest of the line was reduced to one track from July 4th 1931 and by the summer of 1939 there were eleven trains weekly. Passenger services were stopped on May 3rd 1943 and a limited service resumed on October 1st 1945 but then the trains were down to two trains daily each way in the week with an extra



The old railway bridge in Horn Street

(John Stonestreet)



Hythe railway station c.1907

(Miss Flight)

train on Saturdays. Finally the line was closed completely on December 1st 1951 and by 1954, when I first knew Hythe, the track had been removed, the station remaining. In recent years the whole area has been developed and bungalows now stand on the old station site. The bridge over Blackhouse Hill has been taken down but the splendid 'bastion' on the east side still remains.

As mentioned earlier, the line ran below what is now Cliff Road; at the Sandgate end of Cliff Road the railway passes under the road as the latter comes down to meet Seabrook Road and here a stretch of the line is visible from the bridge, very much overgrown. Most of the gardens on the south side of Cliff Road have the railway cutting running through them, often as lawns, although parts of



Mr J. Tyrrell stands below the terrace in his garden at Summerhayes, Cliff Road

it have been built over. The garden of Summerhayes is especially interesting since it contains a relic of the 1914/1918 War. At the time of my visit the house was owned by Mr and Mrs Jack Tyrrell, and they kindly showed me the large imposing stone terrace standing above the line of the old tracks, now laid down as lawns. During the first War the military brought down artillery from London and this terrace was built as a platform to unload the guns by crane, (hence its solidity and size). From here the guns were hauled up to the road above Summerhayes, which from this point had been given a hard surface, and taken across what is now Sene Park golf course to be lined up along the present sixteenth fairway, facing the Channel. At that time, of course, there was no housing in that area.

The Tyrrels once knew a very old man who remembered this event and he possesses a photograph of the guns all lined up, with the horses nearby. It would about overlook the Horn Street cemetery above Seabrook.

I would be interested and pleased to hear from any reader who has any photographs depicting this aspect of the first War Kent defences and perhaps allow me to make copies. M. Jack, Enbrook Manor House, Risborough Lane, Folkestone, Kent. CT20 3JS.

Folkestone and Sandgate Cliff Lifts.

Folkestone, East Lift.

"A great want is felt in many of the favourite seaside resorts in this country of an easy and expeditious means of communication between the beach or sands, which form the great attraction to visitors, and the better portion of town, which is frequently situated on the cliffs at a considerable height above sea level, involving a long and, to children and invalids especially, a fatiguing climb"

So reads the 1907 catalogue of R. G. WAYGOOD & COMPANY LIMITED, a LONDON engineering firm. Immediately below is a photograph of the FOLKESTONE LIFT COMPANY'S lift under the caption CLIFF TRAMWAYS. The term 'cliff tramways' is not an error, for legally such lifts are classified as light railways. The catalogue goes on to say, 'This lift consists of two cars, worked by water power, each capable of raising 16 persons, the vertical height being 90ft. The lift is fitted with a powerful brake, and automatic speed governor. The lift was opened SEPTEMBER 16th 1885, when 2,389 passengers travelled in it, and it has been at work, winter and summer from that time. I am sure the reader will agree, the opening words describe the situation at FOLKESTONE admirably.

FOLKESTONE area was to prove to be of different gauge and/or gradient. MR. REGINALD POPE was the architect and the contract work was undertaken by MR. JOHN NEWMAN. The engineers for the mechanical and engineering parts were MESSRS R. G. WAYGOOD & COMPANY LIMITED of SOUTHWARK. The capital cost of the project was £2,957. The managing engineer was MR. JOHN COLLINS. The water was supplied from the water company's main and filled the tank of the upper station, it was discharged onto the beach on arrival at the lower station. This was too wasteful and uneconomic so large tanks or reservoirs were built at both stations and pumps installed to return the water from the lower to the upper station, these pumps being driven by gas engines.

The installation was inspected on SEPTEMBER 11th 1885, by MAJOR GENERAL HUTCHINSON on behalf of the Board of Trade. He sanctioned it for public use commencing SEPTEMBER 21st 1885, but as FOLKESTONE REGATTA DAY in 1885 was SEPTEMBER 16th, special authorisation was granted for public use on that day only. Although REGATTA DAY was to prove a wet and dismal day, the lift did a brisk trade. The cars were of square construction, with water ballast tanks of nearly triangular shape. In 1890, the lift company raised further capital of £4,500 to lay two more lines of track, which were laid to the right of the 1885 construction. The gauge and gradient were totally different from the older part, being 5ft 8½ in gauge and 1 in 1¼ gradient. It is interesting to note that the photograph in R. G. WAYGOODS' 1907 catalogue is of the lift prior to the 1890 extension. At this time the lower lift house buildings were also extended.



In JUNE 1885, the FOLKESTONE LIFT COMPANY was floated with an initial capital of £3,600, and in that month a lease was obtained from LORD RADNOR for a site opposite LONGFORD TERRACE. The lease was for 50 years with the proviso that no other lift undertaking would be permitted without a stipulated distance of the site, without the company being offered first option. Tow lines of track were laid 145ft in length with a gradient of 1 in 1½ and a gauge of 5ft. 10ins, every lift built in the

In 1935 the old gas engines which drove the water pumps were replaced by electrically operated machines, though it is believed that the pumps in use to this day are the originals.

The fare, which in 1885 was 1d had still only reached 1½d by 1947 in which year it was increased to 2d. Fares were not the only thing which remained unchanged for years, one operator on retirement in the 1960's had served for some 40 years. He commented that he had, 'seen enough of lifts and didn't

care if he never saw one again'.

In 1963 an accident occurred, one of the cars was travelling too fast when it crashed into the top platform. The downward car was empty, which was fortunate, since it suffered extensive damage on impact. Two N.C.O.'s in the T.A. were awarded the Queens Commendation for Bravery. They shielded some children who were travelling in the car from the effects of flying glass, thereby sustaining injury to themselves in the process. The men were stationed on Digbate Plain. There was a further accident in 1966, when a 6 year old girl was injured, though not seriously.

The following year 1967, FOLKESTONE CORPORATION sought to take over the functions of the FOLKESTONE LIFT COMPANY, under various acts including the Light Railway Act. As part of the agreement FOLKESTONE CORPORATION agreed to install a new braking system for £1,800 and indemnify the lift company's 1967 losses which amounted to £1,277.

In an incident some years ago an employee lowered the upper car until it was level with the upcoming car, then emptying the water tank, left both cars stranded midway. Fortunately no damage was done, he wanted the brakemen included in a council bonus scheme.

Today this lift survives as one of the oldest still operating by the water balance system, most others having since been electrified. Ironically it operates today as it did on construction in 1885, as a two car lift. The part now in use is the original 1885 half. The cars of the 1890 extension now sit derelict at the bottom of the disused section. Incidentally these cars were of a different construction to the two still in use, they were what was known as the stepped variety (see illustration).

In its first year of operation, SEPTEMBER 16th 1885 to SEPTEMBER 30th 1886, it carried 237,645 passengers, bringing in revenue of £986 0s 5d. On BANK HOLIDAY MONDAY, AUGUST 2nd 1886, 5,122 passengers were carried.

Sandgate Hill Lift

The SANDGATE HILL LIFT COMPANY LIMITED was formed in 1890. The lift was opened to the public on MONDAY, FEBRUARY 20th, 1893. It would probably have been in operation earlier, as witnessed by a newspaper of the time, '...owing to the delay caused by the negotiations with the WAR DEPARTMENT, and to the extra work occasioned by the lowering of the lower waiting room floor to the road level, the work took somewhat longer to complete than was at first anticipated, but it is now completed in the most satisfactory manner'. The lift ran from the MARTELLO TOWER at the western end of the Leas to a point on SANDGATE HILL near ENDCLIFFE HOUSE. There was an attempt in 1892 to acquire ENDCLIFFE HOUSE for the lift company, in a letter in the author's possession dated JUNE 27th 1892 and addressed to MESSRS

BANKS & SON, FOLKESTONE, FREDERICK-HALL - SOLICITOR asks, '...Please let me know what is the lowest price you will take for ENDCLIFFE HOUSE?' The letter dated JANUARY 2nd, 1892, the then occupant of ENDCLIFFE HOUSE, a T.C. BRANDON, asks of MESSRS BANKS, '...I suppose there is not much chance of the lift company coming through here now, to make their undertaking a success'. In the event the lower lift house was constructed next to ENDCLIFFE HOUSE.

was of girder construction, the piers being of KENTISH RAGSTONE. The piers with remnants of girderwork can be seen to this day, just above this bridge the cars passed each other.

The work was designed by MR REGINALD POPE, architect, who also superintended the construction which was undertaken by MR JOHN NEWMAN. Consultant engineer for the project was MR E.C. ROBINSON C.E. of

travelled on it. To quote an optimistic report dated 25th FEBRUARY, 1893, 'There is no doubt the new lift will be a most useful means of communication between FOLKESTONE and SANDGATE, and it has a prosperous future as an undertaking for we hear the shares have already reached 20 per cent premium'. But the annual Statement of Accounts for 1909; 1911 and 1913 show that the number of passengers was decreasing year by year bringing less revenue each year.

It was obviously in decline and ceased operation during WORLD WAR 1, the company going into liquidation JUNE 29th 1923.

The house on the western end of the Leas, named SANDGATE POINT, is built on the site of the upper station, and indeed the basement room is reputed to be the 17,000 gallon water tank. On SANDGATE HILL the house named CROFT HOUSE is on the site of the lower station. In the picture looking down from the top of the lift the white walled house, just right of centre is SPADE HOUSE built for H.G. WELLS who lived there from 1899 to 1910. It is now a restaurant.



The lift was operated by the water balance system. Tanks were constructed at the upper and lower stations, water was pumped from the lower to the upper station. These large tanks or reservoirs (upper 17,000 gallons, lower 21,000 approx. gallons) in turn fed tanks situated under the cars. The tank of the upper car filled with water until it was heavy enough to descend, and as it did so the lower car ascended. The water was returned to the upper tank by pumps operated by a powerful gas engine, but, as a precaution there was a supply from the water company's main which would fill the tank at the upper station in the event of an accident to the engine or pumps.



Two lines of track were laid, 670ft long. The gauge was 5ft 6ins, yet another different gauge, as mentioned in connection with the FOLKESTONE lifts. A unique feature of this lift was the varying gradient, the order of descent was 1 in 4 1/4 for the first 201ft, then a gradient levelled out to 1 in 7.04 for 267 1/2 ft, then again 1 in 4 1/4 for the remaining 201ft to the terminals. A newspaper reported, 'There are three gradients in the track, but the cars run very smoothly, and the change from one gradient to another is hardly perceptible'. The levelling out of the gradient was due to the lines passing across a bridge over RADNOR CLIFFE CRESCENT. The bridge

LONDON and TORQUAY. The concession was granted by LORD RADNOR. The construction was inspected and sanctioned for public use by MAJOR GENERAL HUTCHINSON who, as we have seen, did like-wise for the 1885 construction at FOLKESTONE.

Another feature of the SANDGATE lift was that whilst on others the brakemen stood at upper station and regulated the speed, here they rode with the cars controlling the speed with a hand brake. The cars were constructed by MESSRS WORTHINGTON BROS. of HYTHE and the undercarriages were by MESSRS JONES BROS of LYNTON. Each car weighed 5 ton fully laden. One car was designed to carry a bathchair thus enabling invalids from SANDGATE to reach the Leas. The charge for bathchair attendant was 6d.

At the upper station there was a commodious waiting room; and at the lower, a waiting room; a ladies cloakroom; a lavatory; offices and engine room. On arrival at SANDGATE passengers could travel on to SEABROOK and HYTHE by means of the HYTHE & SANDGATE TRAMWAYS (see BLUE-LINE JULY 1980).

On the first day of operation between 400 and 500 passengers were carried. An entry in a FOLKESTONE directory for 1903-04 states that 200,000 passengers per annum

Folkestone, West or Metropole Lift.



On MARCH 31st, 1904, the old lift was joined by a new lift situated almost opposite the METROPOLITE HOTEL and GRAND MANSIONS. It was erected by a company which was formed in 1902. It was a two car lift similar in construction to the 1885 lift, probably the same plans were used, but it had a different gauge, i.e. 16ft0ins. It employed two CROSSLEY pumps to return the water to the upper station. The cars were identical to the two on the 1885 construction. It ceased operation during WORLD WAR II, unsubstantiated rumour has it that it was damaged by a careless engineer. As late as the 1950's one car could be seen on the site of the LOWER SANDGATE ROAD station, almost entwined with undergrowth. Today it is gone and now virtually nothing remains to indicate that a lift ever existed there. The site of the upper entrance can still be located on the Leas. E. J. Rooney (1980)
EXTRUSION 48 MEAD RD., FOLKSTONE

Statement of Accounts

1909-1st APRIL 1908 to 31st MARCH 1909,	101,839 passengers paid toll	
1911- 1910 to	1911, 89,212	£371.14 4d
1913- 1912 to	1913, 87,641	£365.3.5d



HORSE-DRAWN toast-rack in Hythe about 1910.

BEFORE the Victorian era, the town of Hythe was largely confined to the landward side of the Military Canal.

A painting done in the year 1829, and now belonging to the local history room, shows Stade Street as the only road going down to the shore.

At this time, the main feature of the land south of the canal was the windmills. There were four of them.

One was a post mill at the seaward end of St Leonard's Road, close to the two small rock-built cottages, numbers 33 and 40. It ceased operating in 1832, and was demolished by Horton in 1835, but without the consent of the Corporation, which owned it. Consequently, he was required to build a row of cottages, Numbers 6 to 12 in St Leonard's Road, in compensation.

A smock mill, which was near Rockdene, the house built in 1803 by the mill-owner Joseph Horton, stood in the same road. It was struck by lightning in 1817, and although it was undamaged, it was demolished in 1832, leaving its iron windshaft as its memorial for a while.

In Cobden Road there was another mill called the Lower Mill, but it was closed in 1858 and removed to Cheriton in 1877.

The fourth mill was in Park Road, and operated right up to 1902.

All these mills postdated by many years the old Hevy-water watermill, which was at the bottom of Hythe Hill by the London road. But now it is only in Windmill Street, a turning to the west off Stade Street, that their memory lingers on. The only remaining mill in Hythe is the watermill at the eastern end of the town, which is still inhabited.

This mill was probably built in place of Damer's Mill, which stood on the site in the seventeenth century. One of the bricks of the mill house has the date 1773 on it, and in 1832 the building was taken over by George Burch, who also ran the Stade Mill later on.

AFTER the construction of a branch railway-line, Hythe's local transportation system was improved as well. This was largely due to Sir Edward Watkin, a Cheshire man, who was chairman of the South-Eastern Railway, and an ardent advocate of the Channel Tunnel a hundred years before his time.

Sir Edward viewed with some disfavour the keen competition provided for cross-Channel passengers by the London, Chatham and Dover Railway's direct line to the docks at Dover, and determined on some kind of a rail link between Hythe and Folkestone.

The part that was constructed ran down Cannon-gate Road and across the canal to the sea front by the new Seabrook Hotel, which was another of Watkin's projects, and is now called the Imperial. It was built to the standard gauge, and at one time it had a small locomotive on it, which had been obtained from the Suakim to Berber railway in the African Sudan, that had originally been built to supply the British forces fighting the Mahdi's army.

However, in the event, this line was mainly used to haul materials for the construction of the Folkestone, Sandgate and Hythe Tramway, which was opened in 1891, and ran from Red Lion Square in Hythe, down Stade Street, along South Road and Princes Parade, and under the cliff to Sandgate.

Its eastern end was at Sandgate School, whence a lift took passengers up the cliff and onto the Folkestone leas.

Pairs of horses pulled single carriages along this tramway. In summer these were open "toast-racks," with passengers facing the front. But there were glass-sided coaches with longitudinal seats for winter use.

The railway shed, which was the Hythe terminal and stables, has been converted into a restaurant, and can still be seen, together with a short section of the line, which was carefully left below the general level of the pavement when that part of Rampart Road was reconstructed in 1980.

After the horses had been

requisitioned for use in the First World War, mules were obtained to replace them. But the line was finally closed in 1921. Although a great attraction for summer visitors, it could no longer compete with the motor-buses.

THE SEABROOK Hotel was built at a cost of £30,000 in 1880 and renamed the Imperial in 1901.

The hotel was built as part of an ambitious development called the Seabrook Estate, which fortunately was never fully realised, as it envisaged building all over the present hotel golf-course. But it was a railway hotel, in the sense of being the property of the South-Eastern Railway Company, and it was proud of having "the most recent appliances for securing that luxurious comfort, which enters so largely into modern life and manners."

In the grounds of the hotel, there were tennis courts and croquet lawns, and military bands came down from Shorncliffe to play "good class" music during the summer months.

The tennis courts were soon to be hosting the Kent Coast Open Lawn Tennis championships, but more recently, the nine-hole golf-course, in the dried-out Harbour area between the canal and the sea wall, where seaside houses had originally been envisaged, has given the Imperial the name of a golfing hotel.

Strangely enough, the handling of the inexhaustible heaps of shingle" which were made use of as material for the large amount of fill required in the construction, nearly caused a major setback in the development of the sea front.

It was New Year's day, 1877. Workmen had been digging out shingle from the banked-up beach for the concrete mixers. At that time there was no sea wall east of the first block of houses going along the front from Stade Street towards the hotel, and unfortunately the labourers had taken too much.

With a spring high tide and a strong south-westerly wind, the sea enlarged the cut made by the builder's men, and in due course an enormous wave broke through to the landward side and made a breach.

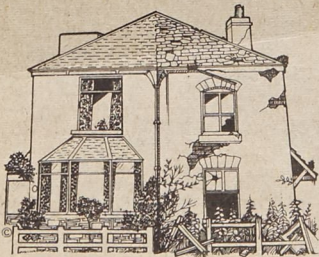
Of course, all the land between Marine Parade and the Military Canal, reclaimed from Leland's old "large mile" of harbour water, lies below the high-water level of the sea. So on this occasion, it lost no time in rushing through to flood over the flat fields. Within three hours it had flowed over the raised banks and bridges of the canal itself.

Water was knee-deep in Stade Street, and flowed into the cellars of the High Street, which was itself awash. Some men were actually able to approach the High Street by way of Marine Walk Street in boats, and one man, a road foreman named Gravenor, was unfortunately drowned by the raging sea.

As the tide went out, the breach was blocked up and the flood waters gradually receded. But it was a salutary warning that the sea never forgives those who fail to treat it with due respect, and an earth embankment was raised from Twiss Road to the Grove to protect the town against a similar disaster, pending the extension of the sea wall.

● *Hythe Haven — the story of the town and Cinque Port of Hythe — by Duncan Forbes (Shearwater Press, price £6.95, hardback).*

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HYTHE THE PRIDE OF KENT
EXPRESS TRAINS AND HOLIDAY FARES BY
SOUTHERN RAILWAY

Above: *Those were the days!*

Railway 'sparks off' Brian's books

WHILE some would regard living near to a railway line as a disadvantage, as a child Brian Hart revelled in the flash of sparks and the familiar clackety-clack.

He grew up near the south-east main line at Cheriton and has built on his love of trains to become an expert on railway history.

His third book, dedicated to the Hythe and Sandgate Railway, was

published this year, and it is a warm and rich history of the coastal track.

Although it was one of the shortest lines ever constructed by the South Eastern Railway, the Hythe and Sandgate Branch held wondrous aspirations, says Brian.

Fought

"Devised as a new route to the Continent, for 30 years the SER planned and fought for its extension through to Folkestone Harbour.

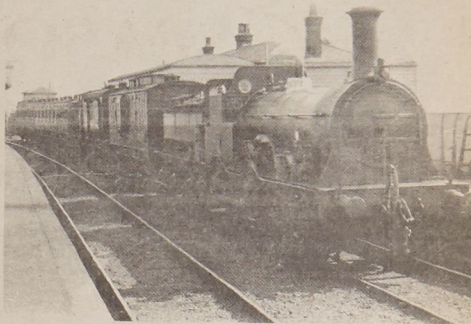
"Its tireless proponent, Sir Edward Watkin, used

every ploy and contrivance to woo the powerful and wealthy landowners who stood in its way.

"As a result this is not only the story of a three-mile long branch line, but of a struggle for supremacy, lasting more than half a century."

The hoped-for extension never materialised and the railway eventually fell derelict, finally expiring in 1951.

Brian Hart's extensively illustrated account — he collects old railway photos and postcards — includes the story of the Hythe and Sandgate



A train from Sandgate waits at Hythe, circa 1890.

Tramway, also managed by the SER.

Says Brian sadly:

"Managed by the railway company it too strove to survive against those same forces which prevented its extension and electrification.

"Thus thwarted, it fell easy victim to the motorised charabanc and omnibus.

"It may have ended up as an anachronistic oddity but it won a firm place in the hearts of holiday-makers and locals." It survived for 30 years before closure in 1922.

Numerous

Brian, who has produced books on the Elham Valley line and

Folkestone's cliff lifts, contributes articles to numerous railway and transport journals.

He now lives in Sussex, where his Uckfield home is suitably placed near to the local railway!

"The Hythe and Sandgate Railway" is published by Wild Swan Publications, Oxfordshire, at £14.95.



Left: Sandling Junction, circa 1907. On the left is the main Ashford to Folkestone line, on the right the branch to Sandgate.



Right: The railways employed a large number of staff in the early days. Here are the Sandgate Station staff — and dog — pictured around 1905.



SANDGATE SER

Grant refusal saddening

IT is sad to learn that KCC have refused a grant for Channel Theatre Company's Theatre-In-Education team as this provides a valuable and worthwhile service in local schools.

The high educational content of the programme, talented actors and swiftness of direction have been greatly appreciated by thousands of children and

teachers throughout the country.

However, I must add that as an actor/teacher and writer for young people I have applied several times to join Channel Theatre Company.

Having a wide experience of theatre and a great knowledge of the locality, I too have found it difficult to comprehend that my applications have met with a

firm rebuff.

While giving my wholehearted support to Channel Theatre Company receiving a grant from KCC I think it might be awarded with the proviso that local actors are employed — or at least interviewed, since it is indirectly our money that funds this laudable project.

Simon Gregory
Middle Street
Deal.

Appeal for stray Macavity's

WE are Britain's oldest charity solely for the welfare of cats, but never in the league's 61 years of existence have the demands on our services been so great, nor the costs involved so high.

In the past 12 months we have established a new record of providing help for over 87,000 needy cats and kittens. Good homes have been found for the majority, but others have to stay with us for longer periods to be nursed back to health.

We have also financed the neutering of a large

number of cats where their owners — mostly senior citizens — were unable to find the necessary money.

We now have groups and branches all over the country, and one of our most pressing needs is transport. We urgently need ambulances to help with rescuing sick, injured and ill-treated cats and kittens, to take them to rescue centres, for veterinary treatment and then return to new homes when ready.

Our Christmas appeal is now starting and if any

readers would be kind enough to send us a donation, however small, towards the provision of these much needed transport facilities, their generosity would help to alleviate the distress of these unfortunate little animals who are unable to help themselves.

George Stillier
Director
The Cats Protection
League
17 Kings Road
Horsham
West Sussex
RH13 5PP

COMMENT

NURSES have a fight on their hands over their re-grading by local health authorities.

The last thing they need at a time like this is help from members of Labour's outer left-wing fringe and an assortment of hangers-on who would willingly attach their colours to any passing issue in order to gain publicity.

In some parts of the county, nurses have decided to speak out on behalf of their members who quite properly decided that their demonstrations should go ahead without the trimmings of abed news-sheets and a cacophony of ranting unconnected with their struggle, in order to achieve the proper recognition for the invaluable work they do.

This warning to extremists is another indication that the nurses are reluctant to take industrial action and signifies the purity of their intent.

Too often in the past, lawful industrial action has been turned into organised hooliganism by those whose platform is too weak or too sensational to carry any clout in a public forum.

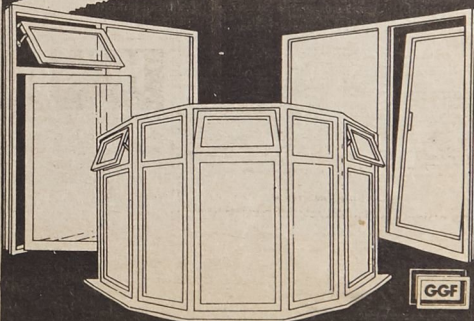
Fringe factions that graft themselves onto industrial disputes do untold harm to the original cause and seriously undermine the freedoms that trade unions have struggled to achieve.

The hi-jacking of political causes inevitably ends up being exposed for what it is — cheap opportunism.

adscene The one and only just down

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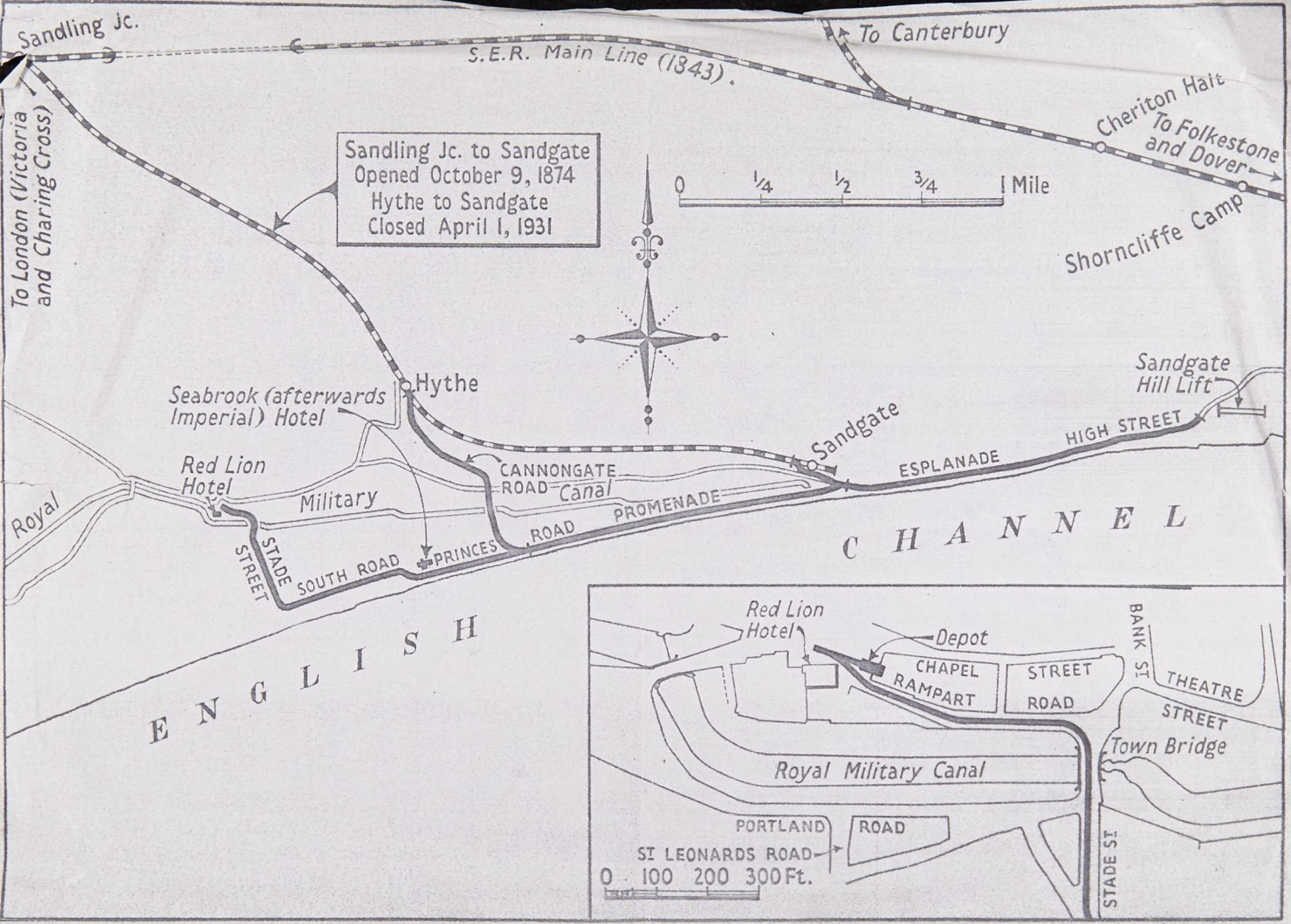
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CRUISE NEWS





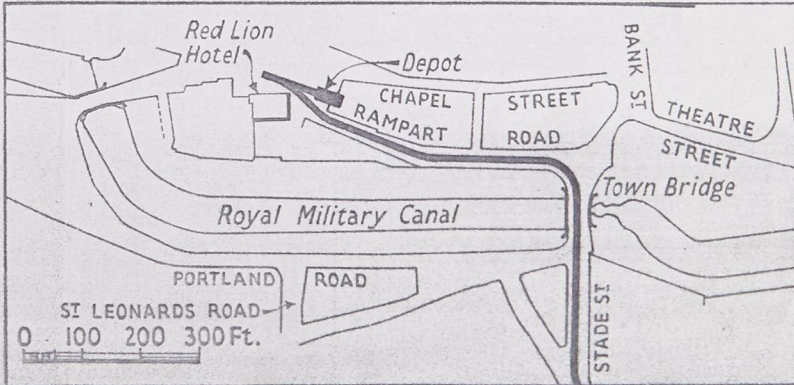
Sandling Jc. to Sandgate
 Opened October 9, 1874
 Hythe to Sandgate
 Closed April 1, 1931

CANNONGATE ROAD Canal

PRINCES ROAD

C H A N N E L

E N G L I S H



INVALID SOLDIERS

FROM

SOUTH AFRICA.

A large number of Wounded and Invalid Soldiers from South Africa are due to arrive in Sandgate on Sunday or Monday next.

The Urban District Council have agreed that it is desirable to give the men a cordial and appreciative welcome, and would urge the inhabitants to decorate their houses, especially in the route from the Station to Beach Rocks.

Mr. O. H. Smith, Auctioneer, has been requested to act as Treasurer to a fund for providing suitable comforts during their stay in the district, and will be glad to receive subscriptions to render the welcome worthy of the town.

COUNCIL CHAMBER,

April 20th, 1900.

Olde Sandgate.

For some years after the railway had reached Folkestone in the forties, the people of Sandgate were dissatisfied with the idea of having to rely on the Cooling Station, now known as Shorncliffe Station, for the nearest railway station. The people of Hythe were even more dissatisfied for their nearest station was at Westenhanger. On various occasions different ideas of a railway link for Sandgate were mooted but for one reason or another came to nothing until on January 30th, 1864, the Hythe and Sandgate Railway was promoted and the company obtained powers to build the line. However, even then it was found impossible to commence operations until 1872. On April 11th of that year the first sod of the new line was turned by H.R.H. Prince Arthur (later Duke of Connaught). *The Illustrated London News* contained a drawing of the ceremony and part of the account is here reproduced: "A large company assembled to meet the Prince at Shorncliffe Station, and then the procession drove to Hythe. They proceeded with considerate slowness wherever any large body of people had gathered together, or where there were triumphal arches or decorations, as at Sandgate, where the inhabitants had taken great pains to ornament their neat, quaint, timber houses. A spot named Cannon-Gate was chosen for the scene of the ceremony, and there upon the green slope of one of that picturesque range of hills some thousands of spectators were assembled . . . and then Prince Arthur cut the first sod with a miserable toy spade which came to grief under the operation. These fancy spades savour of snobbery to our mind, and we are sure that the Prince, who is a sensible man,

we must have a strong religious faith. In the collect for Trinity Sunday we pray that we may be "kept steadfast in this faith." But before that prayer can be answered we must each of us take steps to know what that faith is.

CHURCH FINANCE

DUPLEX: Progress report from Major J. F. Elliot shows that up-to-date this year £80/15/- has been contributed through the envelope system for our own local needs, and £14/14/7 for the missionary cause. This brings our total contributions near the £100 mark for the first half of the year.

CHURCH COLLECTIONS: April 23rd, £9/1/10; April 30th, £10/7/11; May 7th, £11/6/9; May 14th, £13/11/8; May 21st, £17/12/3; Ascension Day, £1/15/11 (Overseas Missions).

Parish Registers

HOLY BAPTISM:

April 30th: Robert John Workman, son of Gordon and Barbara Proctor, White Gates Farm, Acryse.

May 21st: Stephen Charles, son of George and Joyce Brazier, 3, The Crescent, Sandgate.

PARROTS AGAIN!

"Butch," a sixteen-year-old parrot has been returned to his home in Woodford, Essex, after being at large for a week; and, so it is reported, terrorising the cats and dogs of the neighbourhood. Of course, there is no knowing what a parrot will do or say. Perhaps, "Butch," with the inimitable mimicry of his kind masqueraded as a cat or a dog to the confusion of the feline and canine community.

“The first Food Minister was Joseph. He wore a coat of many colours. It is clear therefore that Joseph was not a party man.”

* * *

At a Bible Exhibition recently, Her Majesty the Queen said: “I believe a scene is depicted of Queen Victoria presenting a Bible to an African emissary. Her words as she presented it are: ‘This is the secret of England’s greatness.’ It is my prayer and hope that these words may become true again in our generation.”

* * *

It is reported from the U.S.A. that religion plays an increasingly vital part in American life. Church membership has shown a marked increase in recent years, having risen from 56 millions in 1936 to the present figure of 77 millions.

* * *

A pageant, entitled “Our Inheritance,” showing the history of the Bible and the Book of Common Prayer, was presented recently in Norwich for three nights. It was followed by Evensong in which 200 performers took part. The pageant was organised by the Mothers’ Union and written by a local member.

* * *

Sunday School in a ’Bus. The Vicar of Sumershead, near Boston, Lincs., has bought an old thirty-five seater ’bus which he is converting into a mobile

would far sooner have had a good honest ordinary spade such as railwaymen use 'bricking out.' This was followed by a déjeuner at the Hythe Town Hall and a banquet in the evening."

Once the line had been started it proceeded fairly rapidly and the line from Sandling Junction to Sandgate was opened in October, 1874, by H.R.H. the Duke of Teck, the father of the Queen-Mother. An illustration in *The Pictorial World* for October 24th shows the arrival of the first train, drawn by a very small engine with a tall chimney. The front of the engine is covered with flowers and the spectators are waving their top hats vigorously.

Having brought the line to Sandgate the South Eastern Railway wanted to extend it to Folkestone Harbour and with this object in view bought Sandgate Castle from the War Office intending to pull it down and run the railway across its site and along the shore to Folkestone. This proposition did not find any favour with the Earls of Radnor and Chichester or with any other local landowners and it was eventually dropped. At this time there was another scheme on foot to run a line from Sandgate along the north bank of the Royal Military Canal to Hamstreet. However, nothing came of this either.

After the line to Sandgate had been functioning for about sixty years it was found that there was insufficient traffic to justify its continuance and the line was closed on Wednesday, April 1st, 1931. The station site is now used by the East Kent Road Car Company as a 'bus garage.

RECORDER II.

SOUTH EASTERN RAILWAY
SANDLING JUNCTION-HYTHE-SANDGATE BRANCH

NOTE made afterwards from memory by A.Todd of interesting points mentioned in conversation by Mr.BURN, late District Inspector, Southern Railway, aged, at the time of the conversations in the summer of 1972, 86 and then living in the Station House, Hythe (28, Blackhouse Hill). This house was originally the Station Master's house but on Hythe being downgraded the house was offered to Mr.Burn as being conveniently placed as a centre for his area of operation.

P.R.R. (Beardie) LATE 1885
Mr. Burn was born on the three-masted barque "Glenshee" (Taylors of Aberdeen) of which ~~HEXXXX~~ his father was the master. His father wished him to become a marine engineer but instead he joined the railway working his way up through porter, signals and traffic. Mr. Burn is now (8/72) incredibly young looking and healthy. In an oblique view of a branch train of the '90s he was able instantly to count the number of carriages.

Mr. Burn told me:-
JOINED RAILWAY JUNE 1899 - AGED 13 1/2.

Sandgate-Hythe Tramway. When the cars needed repair they were pulled up the ramp from the coast road at the east end of Sandgate Station by two horses and then loaded on a truck and sent to Ashford Works by rail.

There used to be a line of rails from Hythe Station down Canongate and across the coast road (A 259) to the shore. Two engines were used to bring up loads of shingle ("Beach") for use in ballasting the track of the branch.

Canongate used to join Station Road (now stopped up at the old junction) and Station Road then swung north under a bridge at the east end of Hythe Station and immediately west along the north side of the station to Blackhouse Hill. (Note-the last, most westerly part of Station Road is now being made into the private drive-way to a bungalow on the station site just opposite Boundary House, Blackhouse Hill. A.T.) There was a branch road from Station Road up into Cliff Road, as shown on the 1958 Ordnance Survey Map, TR 1635 1:2500. The site of Boundary House was on this map shown as occupied by two large greenhouses.

The line from Sandling to Hythe was made single track at some time before it was altogether closed. (The late C.J. Barnard quoted the following dates-

Sandgate opened 9.10.1874.
closed 1. 4.1931.

Mr. Burn said, I think, that Hythe was closed on 3.12.1951. He gave a delightful account of the last train's loco being given a wreath of vegetable leaves and of many loud explosions accompanying it as far as Saltwood, said to be due to "bangers" fired by enthusiasts.

At the east end of Hythe Station on, I think, the south side there were stables for four horses, used to operate the goods and luggage delivery vans before the company went over to "motors".

The railway company built the road running west from the top of Lower Blackhouse Hill and down to Dental Street to provide an easier gradient than Lower Blackhouse Hill.

In the photograph of Hythe Station under demolition, with only the Up platform still paved and one line of track and no buildings except a small flat-topped concrete block, this block was the old air-raid shelter.

District Memories

Folkestone, Sandgate and Hythe Tramway
By Colin Bell



The Tram Track, 3/1911, by the Sea, Sandgate, Seabrook & Hythe. 483, 64, 02

For a relatively small and short system, that of the Folkestone, Sandgate and Hythe Tramway Company on the south Kent coast had an interesting history. The Folkestone, Sandgate and Hythe Tramways Act of 1884 authorized the construction of the line, and the South Eastern Railway Act of 12 July 1887 authorized the railway to guarantee the interest on the capital. The first section to open was from Hythe railway station to Seabrook, Kent, to facilitate the construction of the Princes Road Parade and the sea wall designed by Sir John Goode for the Seabrook Estate Company, was opened on May 18th 1891.

The Second Section which extended to the Red Lion Hotel, Westward Hythe on 6th June 1892. The single-track line was laid to standard gauge with just two passing loops in its length of nearly four miles. There were five single deck trams and 25 horses. The service was half hourly and the fare was 3d. The first two cars were built by Geo. F. Milnes of Birkenhead in



1891 and seated 40, No. 1 being roofed cross-bench and No. 2 being open toast rack but to which a roof was added in 1897. The remaining cars were built by the South Eastern Railway Company at its works at Ashford. Car No.3 of 1892 was a closed saloon for use in winter or inclement weather, seating around 24. Also of 1892 was No. 4, a roofed cross-bench car seating 40. The car shown in our view, No. 5, was an open toast rack built in 1897. It had nine rows of seats for a total of 45 passengers. The fleet livery was a deepish red known as 'South Eastern Carriage Lake', with gold lining. In 1893, it was taken over by the South Eastern Railway Company (later to become the South Eastern & Chatham Railway) and renamed the Folkestone, Hythe and Sandgate Tramway but, in spite of its name, the tramway was never extended beyond Sandgate to Folkestone as originally envisaged because the steep hill in that direction could not have been served by horse-power.

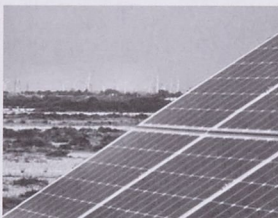
A storm between 10 and 14 February 1899 damaged the tramway on Sandgate seafront. A 60 feet (18 m) stretch of sea wall was breached opposite Wellington terrace. The photo shows damage to the tramway on Sandgate seafront after five days of severe weather



combined with high tides

The line closed during the First World War as the military commandeered the horses and services suspended on 7 August 1914 but reopened in June 1919, initially using ex-army mules, running only during the summer months until final closure on September 30th 1921.

The former depot and some track are still visible in Hythe close to the Red Lion Hotel.



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