

The
Dover
Society

Newsletter

No. 80

July 2014



Seafront Railway © Dover Museum



THE DOVER SOCIETY

FOUNDED IN 1988

Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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The Objectives of the Dover Society

founded in 1988.

- to promote high standards of planning and architecture
- to interest and inform the public in the geography, history, archæology, natural history and architecture of the area
- to secure the preservation, protection, development and improvement of features of historic or public interest
- and commitment to the belief that a good environment is a good investment.

The area we cover comprises the parishes or wards of Barton, Buckland, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. Radigund's, Town & Pier and Tower Hamlets.

All members receive three Newsletters a year and in each year the Committee organises about ten interesting events – talks, tours, visits, Members' Meetings and usually a Christmas Feast.

The Society gives Awards for improvements to the area, monitors planning proposals and supports, joins in or initiates civic projects and arts events.

Editorial

We still have not achieved our aim of 500 members, but we are slowly increasing the membership numbers. If you know of someone you think that may like to join the Society then please bring them along to the next meeting. If you need a membership form then please contact either Sheila Cope or myself: details are inside the front cover. Membership fees remain the same again this year so it is excellent value for money.

At last there seems to be more activity in the town with various events either having taken place or due in the near future. Many of these have been supported by the Society and by the Dover Big Local. It is hoped that the majority will go on to be annual events. The Blues Festival, held at Bluebirds in Snargate Street was a success and we are now looking forward to the first three day Dover Music Festival and also the Dover Regatta.

Our Chairman Derek Leach laid a wreath on behalf of the Society at the annual Zeebrugge Day commemoration on St Georges Day. Once again we were blessed with good weather. Pictures of this event appear in this newsletter.

Members are reminded that Heritage Open Days will soon be here. This year the dates are Saturday 13th and Sunday 14th September. Details appear in this newsletter. This is a great opportunity to see some of Dover's unique buildings for free.

Although it is still some way off, the Christmas Feast this year will be held in the Town Hall at lunch time. We have settled on this venue as it gives us plenty of room and it is much warmer than the Refectory at Dover College.

Alan Lee



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DEADLINE for contributions

The last date for the receipt of copy for issue 81 will be Wednesday 3rd September 2014. The Editor welcomes contributions and interesting drawings or photographs.

'Paper copy' should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Copy on computer disc or by e-mail is acceptable. Pictures via e-mail must be as high a resolution as possible in JPEG. Please ring 01304 213668 to discuss details.

Publication in the Newsletter does not imply the Society's agreement with any views expressed, nor does the Society accept responsibility for any statements made.

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* * * * *

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MARCH MEETING

First Talk

Life in Dover in the First World War

A Talk by Derek Leach

Reported by Terry Sutton

Our chairman, Derek Leach, had a packed audience when in March he described at our public meeting what life was like in Dover during the First World War. Derek's well received talk was supported by his PowerPoint presentation that screened more than thirty photographs, some of which had never been shown before.

He told how Dover was poorly prepared for the war that broke out on August 4th in 1914 with the harbour and port lacking

defences against any attack by the German fleet. Soon attempts were made to make the harbour submarine and torpedo proof, partly by the sinking of blockships.

One of the earliest scares was a report that a spy, described as an intruder, had tried to poison the town's water supply when a sentry had fired a shot. As a result a warning was given to householders to boil all water received at their homes.

Dover borough police force, said Derek, was reinforced by one hundred special constables and another fifty were recruited to warden the town's air raid shelters. The police force, he reminded us, also operated the town's fire brigade.

In September 1914 hundreds of army volunteers arrived in Dover to be trained and the Maison Dieu was made available as a rest place for them. As more sailors and soldiers arrived in Dover there were not enough barracks for them so scores were billeted with Dover families.

In November 1914 a "home defence force" was formed with around 500 local recruits, commanded by Dover's many times mayor Sir William Crundall.

One of the busiest times at Dover's newly completed Marine Station was the arrival of 15,000 refugees (mostly women, children and wounded soldiers) as the enemy advanced and captured Ostend



HMS Vindictive after Zebrugge Raid © Dover Museum



*Bomb damage Wesley Chapel Folkestone Road
© Dover Museum*



Sheltering in Leney's Basement © Dover Museum

and Dunkirk. The refugees, many barely clothed, were helped by generous Doverians.

The Marine Station was also very busy dealing with the landing of thousands of wounded from the Western Front. By the end of the war 1.25 million wounded had been landed at Dover with up to 20 hospital trains a day taking them from Dover to hospitals elsewhere.

Derek told of one problem in Dover which was the concern about the welfare of local

girls with so many soldiers and sailors in town. "Thousands of virile young men and hundreds of excited young women were thrown together. A fortress full of soldiers and a harbour full of sailors and a town full of evening-free flappers soon created a situation that had to be faced. Girls with long and bobbed hair, floppy hats on empty heads," was one description at the time.

An observer in Snargate Street, at the time, described "deplorable" sights with the girls rather more worse for wear than the men. To prevent too much trouble, in April 1915, a club for young girls was opened to keep them off the streets. The centre, over a grocer's shop, was called the Girls' Patriotic Club.

One of the photographs shown was of American troops, with their Boy Scout hats, marching through Dover's Market Square. They brought with them loaded ration wagons from which odd items would fall off-especially when young children were around.



The Yanks Arrive 1917 © Dover Museum

 Second Talk

Dover Heritage Trail (The Blue Bird Trail)

A Talk by Derek Leach

Reported by Terry Sutton

Our chairman Derek Leach, called upon to give a 'last minute' talk, described progress on Dover's planned heritage trail designed to attract tourists and other visitors into the town centre.

Derek gave his talk at our March meeting which was very well attended. Guest speaker was to have been educationalist Chris Russell who was unable to attend. He was to have spoken on Education in Dover. Members of the Port and Community Forum, established by Dover Harbour Board, have elected Derek as their chairman, as has a subgroup tasked with progressing a proposed heritage trail, the so-called Blue Bird Trail. The society is well represented on the forum and the subgroup.

Derek explained to our March meeting that the heritage trail subgroup had drawn up a provisional list of major and secondary historical sites in which visitors were likely to be interested.

Although the planned Blue Bird Trail could be joined anywhere, it would start at the Admiralty Pier where, it was hoped, it would be joined by passengers coming ashore from the cruise ships.

From Snargate Street the trail would continue along the sea front, crossing into Townwall Street, Castle Street, through the main street to Dover Priory (Dover College) and then to the Town Hall.

There are many features along the route including: the Grand Shaft, views of the Western Heights, Charles II monument,

The Rifles monument, the various statues on the sea front, Motes Bulwark, the tidy ruin of St James' church, the White Horse Inn, St Martin-le-Grand, Charles Dickens' association with Dickens' Corner, St Mary's Church, the Roman Painted House, the remains of Dover Priory and its links with Thomas Tallis and, of course, the magnificent Maison Dieu Hall.

The significance of a number of the sites was already explained by Dover District Council's interpretation panels but others would be needed, added Mr Leach.

Dover Harbour Board's Miss Barbara Buczek and Dover District Council's Tim Ingleton had already had a meeting with a representative of the Heritage Lottery Fund with the aim of financing the initiative. Feedback had been positive.

One of the ideas was to use smart technology so that a walker on the trail could use a mobile phone app to read the history of the attraction they were studying.

A major project was to embed in the pavement, at various stages along the route, a Blue Bird emblem to mark the direction of the trail. This idea was already the subject of discussions with the Highway Agency.

**Full phase delivery of the ambitious project is scheduled for the tourist season of 2015 and it has been agreed The Dover Society will handle the governance of the group while Dover Harbour Board is providing the secretariat.*

Zeebrugge/St George's Day 2014



APRIL MEETING

The Dover Society AGM 2014

Report by the Chairman Derek Leach

This is my 10th annual report you have had to listen to. How time flies when you're having fun!

Membership

Our membership has risen to the highest number ever, 477 and gives me hope that we shall reach 500 ere long. It does mean that you have to continue your membership as well as encouraging relatives, friends and work colleagues to join. It is also pleasing to see some younger new members. If you are new and want to be actively involved in the Society's work please have a word with me or any of the executive. Our thanks as always go to our membership secretary, Sheila Cope. During the year we lost two of our valued Vice Presidents – Lillian Kay and Peter Marsh. Now may I invite you to stand whilst we remember all those members who have died in the past year: Lillian Kay, Peter Marsh, Jean Walkden, Muriel Goulding, Marjorie Bullock, Charles Nelson and Bruce Lilley.

So what have we been up to?

We continue to meet DDC Directors every 6 months to raise concerns and to hear about any progress on local projects.

Planning

On the planning front Patrick Sherratt and his committee continued to keep an eagle eye on routine planning applications making representations to DDC when necessary.

We have continued to monitor progress



Derek Leach Chairman

or lack of progress on the various regeneration schemes. We were pleased to see more progress on the Buckland Paper Mill Site and the relocation of the Visitor Information Centre to the Museum. At long last the blighted St. James area has moved forward with a multiplex cinema and associated restaurants signed up plus M&S agreeing to move there but, unfortunately, without any clothing. Where will I buy my pants now? What will happen to its Biggin Street site? Compulsory Purchase Orders have been issued for the

remaining buildings on the site. Connaught Barracks still stands empty.

The rather tortuous River Dour cycle route through the town opened and gave us a number of safety concerns.

Other major issues continued to stretch us: the future of DHB (although not strictly a planning issue), development on the Western Heights and at Farthingloe and health provision.

Following the rejection of the DHB's privatisation scheme, there was a new CEO, Chairman and some Board members. These changes were accompanied by a marked improvement in DHB's relationship with the local community. In the autumn the Port Consultative Committee was replaced by two new bodies: the Port Users Group (ferry operators etc.) and the Port and Community Forum (comprising representatives of the Board, local authorities and community organisations including The Dover Society. I was elected as its independent chairman. Initially intended to enable DHB to inform the local community and to seek views about its operation and plans for development including how it could assist regeneration, it is also evolving into a partnership between all the parties in which all our efforts to improve the town for residents and visitors can be coordinated to ensure that together we can make a bigger difference than by acting separately. Our first project is to bring all our heritage assets, including those owned by the Harbour Board, together in the Bluebird Heritage Trail. Promoting them as a package will hopefully bring many more visitors into the town. We were represented at the consultation held last November by the Shipping Minister regarding the future of

the Port. We welcomed the debate caused by the People's Port initiative and the need for local accountability. Our view was that Trust Port status should remain, but powers should be extended to allow the Port to finance future development and to make a financial contribution to the local community; any future privatisation proposals should be subject to a local veto. The local community was taken by surprise in February when DHB announced plans to redevelop the Western Docks area much sooner than expected - not for additional ferry berths, but in order to relocate the Eastern Docks cargo terminal to allow for larger ships, increased storage capacity and possibly attract associated operations with the prospect of some 600 new jobs. Another surprise was an invitation last week from the Shipping Minister to hear how his thoughts were developing on the way forward for the port. It was more than thinking; in fact rather a clear framework for the future, starting now. Whilst he commended DHB, the DPPT and the formation of the Port and Community Forum and the Port Users Group for bridging the gap between port and town, more was needed to ensure an enduring meaningful relationship between the two to guarantee a thriving port and a thriving town. There were 3 elements: more community involvement in the port, commercial development and regeneration. He envisaged 2 non-executive DHB directors elected by the community (how to achieve this would be a matter for the community and DHB to decide), up to date financial powers to allow joint ventures, ability to borrow against its assets and to enhance DHB's contribution to town regeneration. In order for DHB to play a significant role in regeneration he envisaged a DHB Regeneration Division, which could possibly become a subsidiary company

or a trust to enable grants from heritage and other funds. All this would require a Harbour Revision Order to make it legal, but in the meantime it was hoped that DHB could create a community fund from its pre-tax profits. Dover would remain a Trust Port. So, the Dover Society's original preference when first faced with privatisation proposals in 2010 will be largely fulfilled: retain Trust Port status, extend DHB powers to enable the financing of future development and to make a financial contribution to the local community. Too big an ask, apparently, was a guarantee of no future privatisation. Now that we have a framework, the community will have to work hard with DHB on the detail to ensure that this new model works effectively for both the port and the town.

As you know the Society did not feel able to support the planning application for housing on the Western Heights and at Farthingloe (in an Area of Outstanding Natural Beauty) without a firm guarantee that the benefits for the Drop Redoubt were guaranteed as well as concerns over quality of materials and design of any housing and hotel. The application was approved minus proposals for new housing on the Heights and with a financial package for the Drop Redoubt. After months of silence we attended the Western Heights master plan consultation this March, but it did not progress the CGI planning application. It was a workshop with interested parties to help draft a strategic plan for the Heights to assist the local authority when considering any future planning applications.

The long running saga of where to site any new health facility moved a step closer with approval of the planning

application to build a clinic, rather than a hospital, in the present car park of Buckland Hospital. Since there were no overnight bed facilities included for intermediate care, we have lobbied to ensure that surplus land is not sold off for housing but retained for possible future expansion. Construction is moving apace.

We have badgered our MP and the local authority about the delay in providing a multi-storey car park by Priory Station so that the town can really benefit from the high speed railway link.

We made a submission to the Department for Transport regarding a third Thames crossing, supporting the most easterly option and we also gave DDC our views on its draft Parks and Amenity Open Space Strategy.

Refurbishment or making the best of what we already have in the town:

In cooperation with DDC Patrick Sherratt and his small team have continued to identify properties that are blighting Dover where enforcement action may be required under Section 215 of the Town and Country Planning Act 1990. After 2 years' effort 70 properties in the Town Centre were identified with 66% repaired or with work underway. In addition, another 38 properties have been identified in Folkestone Road. Only 3 legal notices, rather than warning letters, have been needed, including one for the former cinema in Castle Street.

We are also very concerned about the impression of Dover that the Bench Street area fronting Townwall Street gives to travellers. Talking of eyesores, the Big Screen in Market Square was removed.

Our Refurbishment Committee, chaired

by Jeremy Cope, continues to make an impact. Our campaign for so-called zero tolerance of antisocial behaviour and litter dropping eventually bore fruit with DDC recruiting 3 dedicated officers to cover the whole District but in its first 3 months of operation the team managed less than 1 fine per day. Perhaps they concentrated upon educating offenders. Have you noticed any improvement? Litter on the main roads to Dover is another concern as is the impact on our present town centre of the St. James development.

We now hold quarterly meetings with the Dover police inspector to discuss policing issues and welcomed the creation of his 8 man team to improve matters in the town centre.

Our campaign to have Godwyne Path registered as a public right of way has succeeded thus protecting it from any more take overs in the future.

Jeremy & Co have also battled with KCC to make a safe pedestrian route from the Bleriot Memorial to Langdon Cliffs and have had some success with the help of some DIY. Another success was the repair of the Connaught Pond and fountain.

Having shown us and the town with her Brighter Dover project how to get something done if you are really passionate about it, Sylvie Parsons felt it necessary to disband her volunteers to protect them from discarded needles and other dangers. We are hoping that others may answer this challenge.

Several members of the Society have become actively involved in the Big Local 10 year project with £1 million of lottery money to be spent over the next ten



Jeremy Cope Vice-Chairman

years on improving the town and the life of its people. The Society is acting as the Big Local 'treasurer', as they have similar aims to ours.

Projects

On the heritage front the success of Heritage Open Days in Dover continued with 10 properties once again open free of charge for the September weekend. Our long term campaign to restore the Town Hall to something like its Victorian splendour in partnership with DDC and DTC made no progress for the second year with DDC officers unable to give it any time at all; however, a suitable consultant is now being sought to make recommendations about the future use and management of the Town Hall with a major Heritage Lottery Fund application in mind. Despite this frustration, our gallant band of volunteers continued

with guided tours of the building every Wednesday. Up to the end of 2013 we had attracted over 1,100 people from the town, the UK and overseas with gross income of £2,561. In addition to postcards of the magnificent stained glass windows a much needed guidebook cum history of the building's 800 year history was produced during the year financed by the Society with profits going to our Town Hall Fund which now totals £3,330 including a generous member donation of £1,000 and £286 collected during this year's Film Festival.

Another dedicated band of volunteers led by Jeremy Cope continued to maintain the whole of Cowgate Cemetery with their fortnightly work parties.

Taking the River Dour Group under our wing enabled the group to start raising funds for river improvements. Its first success was a bid with other groups to form an East Kent Catchment Partnership, allowing it to draw on the skills and expertise of others. The formal aim of the partnership is to implement the EU Water Framework Directive by raising the quality of the whole river to a 'Good' standard by 2027 rather than the present 'Poor' grading. This is more to do with the lack of a wide variety of fish rather than water quality. The group also obtained a grant from the local authorities (KCC and DDC) toward re-equipping the river clean-up volunteers – gratifyingly the group's application came top in the public vote. As the role of the group increases one or two more volunteers are needed to work on the organisational side of the project. Please think about it and have a word with Ray Newsam, the group's energetic new chairman or Jeremy Cope, its secretary.

Members Denise Smith and Liz Dimech

have formed a new group under The Society's umbrella, Dover Heritage Volunteers, offering cruise passengers and other visitors guided walks around the town.

We erected yet another Society blue plaque in March, this time to commemorate composer Thomas Tallis's connection with St. Martin's Priory in the 1530s. Sheila and Jeremy Cope are now starting on the next one on our list – the tragic River tram accident of 1917.

Member Alan Sencicle has conducted a vigorous one-man campaign to shame South Eastern trains to make advance rail fares available so that Dover can compete on level terms to attract visitors and local people can also get to London at a reasonable price. The company has resisted so far but has brought out a number of special offers although with little publicity.

We must also congratulate member Lorraine Sencicle for the worldwide success of her Dover history website.

More of the same

Now I turn to regular activities which are part and parcel of The Society and perhaps taken for granted, but no less important.

Social programme

Our winter series of meetings continue to be well supported and I thank Patricia Hooper-Sherratt, Patrick Sherratt, Sheila Cope, Mike Weston, the happy band of kitchen helpers and Denise Lee our Queen of the Raffle, for all their hard work. Our summer outings were also well supported.

Our Christmas Feast held in the Town Hall at lunchtime was a big success,

enabling us to meet demand in the larger venue.

Patricia will continue to organise the summer programme but has handed over the winter programme arrangements to Beverly Hall.

Publicity

Our Newsletter expertly edited by Alan Lee continues to be highly regarded and we are indebted to all the contributors, Jean Marsh our advertising manager, the proof readers, the envelope stuffers and all our distributors for their efforts. The excellent website, managed by Mike McFarnell keeps members up to date and helps to interest internet browsers not only in the Society but in Dover as well. Terry Sutton's regular press reports also help to keep The Society in the public eye and we continue to provide a Dover Society article in the Dover Life magazine. We have not yet ventured into the world of Facebook or tweeting!

Representation

As usual I represented The Society at the moving St. George's Day commemoration of the Zeebrugge Raid and we also laid wreaths at the Remembrance Services at the Town war memorial and at The Society's plaque to the Unknown Warrior at the Western Docks.

Thanks

In my report I have mentioned a number of people, but have not thanked that essential backroom boy, our efficient treasurer, Mike Weston, who will shortly dazzle you with his annual accounts, and Yvonne Miller who has the thankless task of taking the Executive minutes. That



Brigadier Maurice Atherton President

concludes my report of a very busy year for The Society except for thanking every member of the Executive, including Sue Jones who has decided not to seek re-election. I also thank our Audit Committee and all those members who have contributed in any way to the work of The Society.

Just one final plea – your Executive, with one or two exceptions, is aging rapidly and we can't go on forever. We need fresh, younger blood. If this description fits you then please consider putting yourself forward before age gets you as well!

I submit my report for your consideration.

* * * * *

The Dover Society - Financial Report

An extract from the Accounts for the Year Ended 31st. March 2014

The following extract from our accounts represents the statement of financial activities and the balance sheet. The supporting notes to the accounts are not reproduced due to lack of space. However, the complete accounts are available for inspection upon request to our Treasurer, Capt. Mike Weston [telephone 01304 202059] or Email [mike@weston71.freereserve.co.uk].

CURRENT ASSETS

Society Badges
 Newsletter Binders
 Debtors and Prepayment
 Shares gifted to Society
 Cash at bank and in Hand

	2014	2013
	0	0
	285	26
	252	252
	1,599	1,599
	<u>38,422</u>	<u>28,242</u>
	40,558	30,119
CREDITORS: Amounts falling Due within one year	(1,376)	(887)
Money held on behalf of Dover Big Local	<u>(5,242)</u>	
NET CURRENT ASSETS	<u>33,940</u>	<u>29,232</u>
NET ASSETS	<u>£33,940</u>	<u>£29,232</u>
FUNDS	£33,940	£29,232

CREDITORS: Amounts falling
 Due within one year
 Money held on behalf of Dover Big Local
NET CURRENT ASSETS

NET ASSETS

FUNDS

The Society's Funds are represented by:

The General Fund	22,477
Rolls Memorial Fund	50
Projects Fund	796
Publication Fund	3,472
Town Hall Fund	5,229
River Dour Partnership	1,916
	<u>£33,940</u>

**Statement of Financial Activities
for the year Ended 31st. March 2014**

INCOME	General Fund 2014	General Fund 2013
Subscriptions	2,566	2,581
Donations	163	15
Social Events	816	644
Gift Aid attracted by Subs etc to General Fund	546	528
Bank Account Interest	31	47
Surplus on Badges	0	23
TOTAL INCOME	<u>4,123</u>	<u>3,838</u>
EXPENDITURE		
Members and Meeting expenses	(28)	110
Administrative Expenses	867	1,208
Newsletter Expenses	1,645	1,895
Other Items [including donations]	330	255
TOTAL EXPENDITURE	<u>2,814</u>	<u>3,468</u>
NET (OUTGOING)/INCOMING RESOURCES	1,309	370
Total Funds Brought Forward	<u>21,168</u>	<u>20,798</u>
TOTAL FUNDS CARRIED FORWARD	<u>£22,477</u>	<u>£21,168</u>

Capt. M.H.Weston

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APRIL MEETING

Buckland Mill

A talk by Allert Riepma
reported by Alan Lee

At the April AGM the talk was given by Allert Riepma, the senior development manager for the Homes and Communities Agency (HCA). They are responsible for a number of mixed use schemes in Kent and Essex.

Their projects in the Dover area are at Bettshanger, Connaught Barracks, Aylesham Workshop Units and Buckland Mill.

HCA'S development partner at the Buckland Mill site is Gillcrest Homes.

The paper mill finally closed at the end of June 2000 and the site fell into disrepair. South East England Development Agency (SEEDA) acquired the site in 2002. They tidied the site up, improved the river flow, installed a fish trap and then in 2004 took the site to market.

A development agreement with Gillcrest Homes was entered into in 2006. Following the economic downturn in 2007/8 a revised planning application was proposed and was granted.

Construction work on the site continued and in early 2013 the first 56 affordable housing units were sold to Town and Country for rent. In the middle of that year Buckland House, a grade II listed building was renovated and refurbished for commercial use and placed on the market.



Allert Riepma 2014 AGM

On 1st April 2012 HCA had taken over all responsibilities from SEEDA.

HCA is a new government agency working with people and places to deliver homes, economic growth and jobs. They focus on five key areas:

- 1) Affordable housing
- 2) Market interventions
- 3) Public land
- 4) Economic Assets Programme
- 5) Regulation

In 2012/13 their land programmes in Kent and Essex attracted £143m of private sector investment. The estimated overall investment by HCA in Dover in 2012/14 on land and housing is £18.7m. HCA will also be the disposal agent for surplus public land. Between 2015/20 the government is set to sell at least £5 billion of surplus land and property. At present HCA has a land portfolio with an area of 9,400 hectares, of which 2,264 ha are in the South East. Just under 700 ha could be developed by March 2015, 1,100 between 2015/30 and the remainder has very little chance of any development before 2030. The value of their land holding in the South East is put at £200,000,000.

The average price of a house in Dover is £200,000, £53,000 below the national average. In the Buckland area the average price a house sells for is only £104,000. Since 2012 prices have risen by 12.5%. The expectation is that by 2017 prices will rise by a further 20%.

The role of HCA at Buckland Mill is as a landowner, an investor and to serve local people and businesses.

To date investment in Buckland Mill, including acquisition of the site, is £4.38m and £2.8m affordable housing grant. Private money spent on preparation and construction so far totals £2m this will rise by completion to more than £30m.

Buckland Mill. When finished will be 406 housing units. This will be spread over 4 phases.

Phase 1] A planning application has been submitted to use Buckland House for education purposes. A new Health Centre is proposed. A number of supermarket retailers have shown an interest in using the mill buildings for retail. Interest has

also been shown in setting up a Care Home on the site.

Phase 2] Will be a mix of housing and apartments. A detailed planning application is expected this year.

Phase 3] Will be a similar mix. The application is expected in March 2016.

Phase 4] Will mainly be housing. The application is expected in March 2017.

HCA/Gillcrest Homes are keen to engage with the local community at each stage of the planning application.

Risks to the scheme are low sales volumes in the area, low demand and rising construction costs.

On the plus side Allert stated that quality and good design will always sell and the flexibility of future phases will allow for future market changes. The improved transport links with High Speed1, early signs of increased development in the town and discovery park all point towards the success of the scheme.

In summing up Allert stated that after a slow and difficult start the development has now gained momentum. Both HCA and Gillcrest Homes are committed to the long term success of this project. Main challenges ahead are rising costs and reduced funding but these should be offset by the improving economic climate and increased development activity in Dover. The Buckland Mill development can act as a catalyst for regeneration in Dover and its surrounding area.

After finishing with a question and answer session Allert Riepma thanked the Society for allowing the Society him time to present details of the development to our members.

Planning Committee

Patrick Sherratt

Since my last report in the March Newsletter, written in January, much press activity has focused on the DTIZ scheme. As I write this report in May minor planning alterations to the Hotel have been applied for and granted. The Dover Society expressed concern that the alterations in essence was moving the 'bin store' area from the rear of the building to the front (Woolcomber Street), in doing so one of the few landscaped areas was being removed. The controversial tower with large advertising screen is still part of the scheme although the latest comments with the application indicates that the tower may not be needed for re-location of communication masts currently located on Burlington House. So in effect the tower will only be used for advertising which is what we indicated at the time of the original planning application.

The Developer announced that the restaurant chain Frankie & Benny's had signed agreements and will be within the units of the multi cinema complex. The area of land on the former MFI site has already had plans approved for a residential property. Indeed the Society was complimentary on the design of the building that fits in with the architectural importance of the Castle Street Conservation Area, It is understood that work on the residential area will commence in the late summer of this year.

Part of the design concept of the current DTIZ plan was to deliver a layout based on original streets. As one of Dover's oldest streets (Dolphin Lane) is retained we have sought, through the Regeneration Officer at DDC, that the street surface retains

original cobbles. With such a large expanse of asphalt for car parking this will give some "character" to the site.

As reported in the last Newsletter Compulsory Purchase Orders (CPO's) have now been served. I know we all look forward to seeing the Burlington House eye-sore being demolished and hope the CPO process is concluded as soon as possible.

Recent announcements in respect of the port have already resulted in revised plans for the Western Docks being prepared by DHB. Instead of ferry berths and waterfront/marina the area will be for cargo traffic and waterfront/marina, thereby releasing space at Eastern Docks. The cargo area will increase warehousing for distribution and the entire project is envisaged to create 600 new jobs. Whilst recognizing the importance of the commercial activities of the port we have already indicated at DHB workshops that the quality of build should be high, in particular the waterfront area. In this context we have drawn attention to the excellent waterfront design at Port Sovereign (Eastbourne). As the warehousing will be highly visible from the Western Heights we are seeking some improved design/landscaping. Whilst there is mention of 600 jobs we are seeking assurance of job sustainability.

The Buckland Hospital is well on its way and expected to be open early in 2015. I have spent considerable time at various "Health" meetings stressing the need for Intermediate Care facilities. As the new hospital will not provide such facilities our

efforts have been on protecting surplus land adjacent to the new hospital that is held by East Kent Health Authority (EKUHA) who had intended disposing of any surplus land. Our Chairman was at a meeting recently where Dr Cocker (Chair of Clinical Commissioning Group) made reference to the hard work of Dover Society in ensuring that this area of land will be retained for future "Health/Social Care". I would take this opportunity of thanking Lorraine Sencicle in providing me with a wealth of facts that greatly assisted me.

It was hoped that plans for the car parking facilities at Dover Priory would have been submitted. It is understood there is a small area of land currently owned by HMRC that requires change of ownership. A recent report with regard to High Speed 2 made reference to the fact that HS1 had not delivered the expected regeneration in East Kent. We have therefore written to the Minister of Transport drawing attention to the failure of providing adequate parking at Dover Priory that has itself restricted any anticipated growth of commuter rail passengers. As it seems Government Depts. are holding up the project we seek the Minister to resolve the transfer of land

to Railtrack.

With a mild winter several properties with Section 215 warnings have completed work and there is much scaffolding going up as more properties respond. The property Best Kebab (13/13A Cannon Street) pleaded guilty in court to failure to comply and has advised DDC of a date when the remedial work will commence. The former ABC Cinema in Castle Street has just been sold by Wetherspoon and we look with interest at the intentions of the new owner for this building in the future. It is worth noting that the Section 215 legal notice served to Wetherspoon will also apply to the new owners.

We continue to seek DDC to landscape the area between the River Dour and York Street. This area is used by many tourist visitors as well as being on the main route to/from the docks. It will also be next to the DTIZ development and we feel that any development of this site will realistically be some years away. The use of "living walls" and 3D dimensional wall screens known as "Textile Façades", that are extensively used in some cities when major construction work is underway, would create a cared for environment.



Living Green Wall London



Textile Façade in Oslo © Mike Weston

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New Tallis Plaque

Terry Sutton

Society vice chairman Jeremy Cope and his membership secretary wife Sheila are working on the design of the next blue plaque we are proposing to install.

It will mark the site of the terrible run-away tram accident at Crabble, not far from the football ground at River, in August 1917 causing the death of eleven men and women and injuring sixty passengers. At the time it was the UK's worst tram accident.

The installation of this plaque will follow a pleasant little ceremony in March at the main gate of Dover College when the society's latest blue plaque was commemorated. The plaque, in honour of the early English composer Thomas Tallis, was "unveiled" by Dover College headmaster Gerry Holden. It was not really unveiled because it had been in position some weeks, thanks to the kindness of builder John Hill who fixed it without charge.

Tallis (circa 1505-1585) was the organist at the Benedictine priory (Dover Priory) in the grounds of which Dover College is now situated.

At the ceremony our chairman Derek Leach recalled this was the thirteenth blue plaque installed by the society since the first in the year 2000. He thanked Jeremy and Sheila for their design of the plaque.

Mr Holden gave a brief history of Tallis and his links with Dover Priory and cited the college's high reputation for music and the naming of the college's music centre after Tallis. A group from the college provided an enjoyable musical madrigal interlude, composed by Tallis.



Thomas Tallis Plaque 7th March 2014

MEMBERSHIP NEWS - SUMMER 2014

Sheila R. Cope Membership Secretary

At 479 our membership number is higher than it has ever been, thanks to those who have introduced new members and to those who have paid their subscriptions on time.

A record number are now paying their subscriptions by standing order which is excellent from both the members' and the Society's viewpoint because it avoids the need for reminders, saves money on

postage and provides us with an income which can be safely anticipated.

Our welcome new members in order of joining (or re-joining) are:- Mr D & Mrs P Carter, Ms C Hawkins, Mr K Vincent, Mr B & Mrs C Walters, Mr JL & Mrs FL Sykes, Mr H & Mrs L Toh, Mr L Brooks, Mrs M Harcourt-Ronaldson, Mr P & Mrs A Castle, Mrs J Bygrave and Mr W Fawcus.

MY TIME IN DOVER

Charlène Mineau

Everything started on Friday 31st, January 2014 after being stuck for four hours in a ferry due to the bad weather conditions. As soon as I saw the White Cliffs, I knew my dreams were going to come true again, exactly as in 2012.

I met my host family, in Waterloo Crescent a few days later and, everything was fine. The view from my window was absolutely stunning and every night I could hear the voice of the sea which, I confirm, as Kate Chopin wrote, really speaks to the soul. I also liked watching the ferries and contemplating the lights under a dark and starry sky.



Charlène Mineau

I met so many people this year and all of them contributed, without knowing it, to make this stay a truly memorable one. Among them, there is Mike McFarnell, always kind and still available if needed. Then the Greeters, especially Liz Dimech and Denise Smith who share the same qualities. Denise was the biggest surprise of this stay as we did not know each other. She really made my stay! And, she knows why...

I was really happy to meet all the Dover Society committee, Ray Newsam from the River Dour Partnership -which is henceforth hosted by the Dover Society, Lynda Pierce, Bryan, etc. A huge thank you to all of them and also to the Dover Town Council for lending me the Quiet Office and to Alan Lee who kindly asked me to write this article! **Thank You!**

It is good to see the people of Dover dedicating their time and energy to making their town a still more beautiful place to stay for several hours or ... perhaps forever.

It was also nice to see Graham Hutchison, Liese Holden, Tony Jayms and Chris Tutthill again with whom I had kept in touch since 2012.

I am so grateful to the Dover Society committee for accepting me under their organization for those four exceptional months. For letting me manage their website, even if we have different points of view, to set up a Pinterest and Twitter account as well as to manage their

Facebook one. Also to allow me to work with the Dover Greeters and at the Dover Town Hall.

I would also like to say thank you to a group: Dover for Dovorians, a group of local residents, created by Terry Clear on Facebook. This group is absolutely fantastic as are those who have joined it. Members are very helpful and willing to make Dover a better place to live.

Over the last four months, I did appreciate creating a marketing strategy for the Dover Greeters, getting more people involved in different matters such as the 2014 Film Festival and getting them interested in discovering the evolution of their town. I am also delighted to note that I have improved my IT skills by updating and managing the Dover Society and the Dover Town Guide websites as well as designing logos and leaflets, discovering Photoshop and designing a map. Likewise, I am thrilled that visitors appreciated the E. Clapson's exhibition I had prepared for them.

Making available on the internet the church records of Saint Mary-in-Castro was interesting to do as one of the book dates back to 1813! I also enjoyed welcoming visitors at the Leisure Centre. I taught four Dover Society members so that they can continue to carry out work on and with negatives when I am gone. I corrected and undertook translations into French and Italian.

Getting in touch through emails, with organizations such as Dover Conservatives and asking them to promote one of my team was also exciting.

Communication was an important part of my stay. That is why I attended various

meetings and events from extracurricular activities at the Transport Museum to more serious ones. I am thinking of:

- Dover Society committee meetings
- Dover Big Local meetings
- The Dover Society AGM
- The Friends of Dover Castle meetings
- A meeting with James Adams
- River Dour Partnership
- St George's day
- A Special Tour of the Castle
- Different trainings
- Job Fair etc.

As for the most unexpected one ... one evening at 18.20hrs at the bus station, Pencester Road Denise Smith and I welcomed a visitor, Noelyn. She had to stay in Dover for two days and we celebrated her 21st birthday as the Kent Greeters thought it would be nice to meet her and buy her a drink. We did not know her and the only thing we knew was that she was coming. Without consulting each other, Denise and I bought her a birthday card and a present. We spent the evening together, had a lovely dinner down by the seafront, and showed her our lovely town, Dover, by night! I wish you could have seen her eyes... She was so happy...A really unexpected evening!

To thank us, she made and uploaded a video on YouTube "Noelyn goes to Kent" with these first words: "Dedicated to Denise, Maria, Sylvia, Charlène and Abigail; thank you for making my 21st birthday a memorable one". She sent a message this week saying she is planning to come back soon. To use her own words, "Thank you Dovorians for making my second stay in your town a memorable one!

Peter Dudley Marsh PHF - R I P

Peter Sherred

As you are no doubt aware Peter Marsh a Vice President of the Society died on 21st February. His Funeral Mass was held on 12th March 2014 at a packed St Mary's church Lydden at which the celebrant was Fr Paul Christian who gave a homily. The Very Reverend Dr John Simpson OBE, former Dean of Canterbury Cathedral and I gave tributes. Dean Simpson focussed on Peter's work for the Cathedral and its renovation in particular the replacement of stonework with stone from France. He commented on the high regard with which Peter was held by all who knew him. I was asked to focus on other aspects of his life.

So, Peter has departed from us and, as a consequence, our lives will be empty in the areas he had brightened for us. It has been said the value of a man should be seen in what he gives and not in what he is able to receive. He gave much to his profession, to Canterbury Cathedral, to the Diocese generally, to the town and port, to the societies he was associated with such as The Dover Society, where he was a Vice President, the Royal Institute of British Architects - he was Chairman of the Canterbury branch and the Rotary Club of Dover.

Peter's life is, I suggest, all that exemplified service and one that set high moral and ethical standards to which we should all aspire. In summary Peter was living proof of just how fine a person can be. He was a conscientious architect, a loving husband to both his wives, June and Valerie, who sadly both predeceased him and a devoted parent. Characteristics of the life he lived might be considered I suggest as follows: he was sincere, faithful, loyal, humorous



Peter Marsh

and the truest of true gentlemen. Indeed a regular dapper chap.

He exuded charm and was a consummate professional who seemed to bring the best out of people he encountered. With his sense of humour he enjoyed good banter and combined this with a gentle demeanour. Typical of this was how he wore his status as a Freeman of the City of London. After nearly 40 years of Rotary service he was, belatedly in my view, recognised with the award of a Paul Harris Fellowship, the highest honour a club can award to one of its members.

For his children Richard, Anne, Jonathan and Henry and their families you were blessed to have had Peter as a father and rôle model. Such are the hallmarks of a good man. We will all miss him.

Refurbishment Committee

Jeremy Cope

Upper Road Pathway. Why don't I cut out the optimism when writing these reports? Last time I expressed optimism that we were making progress with the path. Although things have improved, Mike Weston and I think we have an even better alternative with less of the path alongside Upper Road but we got a very negative response from KCC Pathways. However we don't intend to give up and will continue to work at this.

We hope to have the DDC litter enforcement man present at one of our meetings to hear how he sees his job, what success he has had and what more there is to do. We do have ideas we want to feed back as to how the problem may be better contained and to speak of the practical problems we all come up against. We received a report from a member who found Gravesend in a much worse state than Dover which helps us keep things in perspective but I am afraid that sense does not help if you see litter and dog fouling in your neighbourhood and town. It's an aspect of modern life that I feel can so devalue an area. Again I urge any member with a problem to contact DDC. Finally on this subject: an award, Alan Sencicle is one of our stalwarts with ideas as well as a commitment to collecting litter left by others. Well done and keep it up.

Another plea. You will have seen from our March issue Jenny Olpin's article on the Society's liaison with Dover Police. Do please let Jenny: jenny.olpin@uwclub.net or Joan Liggett: liggettjoan@yahoo.com know of any anti-social problems.

The greening of Dover town. In my last report you will have gained the idea that Sylvie Parsons had given up on her work on planters and flower beds in the town. I know the idea seemed ridiculous knowing Sylvie's commitment and so it has proved. Sylvie is back as enthusiastic as ever and now starting on a project to plant parts of Priory Station. This is being done under the aegis of the Society and Dover Big Local. Another award then to Sylvie and her helpers.

Listed buildings: another of our tasks is to research the history of local historic buildings and to publish articles in the newsletter. I feel this is of importance - Dover's history is so rich and we should shout about it from the rooftops. Due to various problems this work has been in abeyance for the last few months but I hope a restart is now under way.

Dover Big Local. A reminder - Dover is to receive £1m to be spent over 10 years on the town centre and the Society plays its part as "treasurer" with many of our members involved. We are currently working hard to create our plans based upon local people's ideas. Once the plan is approved the money will be available to start and make an impact and help our town be a more vibrant and positive place in which to live, work and visit. Even so, through our limited start-up funds we have been able to provide funds for several projects including the forthcoming Dover Music Festival. We give a platform at our meetings to speakers from local organisations and I admit to hearing of many groups I did not know exist. It encourages me greatly to hear of so much

good work being done in Dover, a great deal of it carried out on a voluntary basis. Why not come to our meetings? I can easily email you meeting details.

If you need to learn any more of matters contained in this report please do not hesitate to contact me (for details see inside front cover)

Jeremy Cope

PEBBLES KIOSK

Merril Lilley

On the promenade at East Cliff, on Thursday April 17th Pebbles Kiosk and the adjoining refurbished toilets were officially opened.

The sun shone, the sea was calm and around fifty people attended the opening. Sue Jones, the manager of the kiosk, invited the mayor of Dover and the Chief Executive of the Port of Dover, Tim Waggott, to cut the ribbon and the kiosk was declared open.

The visitors enjoyed a drink and admired the shop, which has a variety of attractive souvenirs. I was among them and bought a 'Gateway to Dover' bag, some tea towels and a thimble for a friend who collects them.

At the kiosk visitors can buy tea, coffee, soft drinks, ice cream and snacks. They can also hire deck chairs and the use of a locker.

The use of the toilets costs 20p.

Toilets and kiosk are open every day from April to October from 10am until late afternoon.

Several members of the Dover

Society attended the opening. Sue told me that the Dover Society was instrumental in helping the project get off the ground and that many of the Dover Society members were regular visitors.

So find time for a walk on the promenade and a visit to Pebbles Kiosk.



Opening of Pebbles Mayor of Dover, Sue Jones & Tim Waggott Port of Dover Chief Executive Dover 17th April 2014

The 6th Rail Summit

Held at County Hall, Maidstone on Wednesday April 30th

Alan Sencicle

This Maidstone meeting commenced with KCC's Steven Gasche presenting an update on the April 2011 Rail Action Plan for Kent.

There is now a commitment from the Department for Transport (DfT) to support an all-day high speed service for Deal and Sandwich from January 2015. This will be at the expense of the loss of one service per hour between Ashford and Ramsgate. This should maintain a degree of fiscal neutrality. It is expected that the problem of Westenhanger and Sandling will be solved by extending the Victoria to Ashford services via Maidstone East to compensate for the loss of this service.

Thameslink services in Kent are due to commence in May 2018. This will provide a direct service from Maidstone East to Blackfriars, Farringdon and St Pancras to link into London Crossrail services. This will be a peak and part off-peak service only.

Stephen then went on to outline the problem of the Ashford Spur that facilitates the calling of Eurostar Trains at the International station. For the next generation of Siemens Eurostar and German DBB trains, if the latter come, the signalling at Ashford has to be upgraded to European Track Control Level 1. Funding of £520,000 for phase 2 of this upgrade is now in place.

Charles Horton (Managing Director of Southeastern Railway) the first guest speaker, outlined the success of the high

speed service with 25 million passengers using St Pancras annually. He stressed that he had previously been told that nobody wanted to go there. More on that later.

If Southeastern is awarded the Direct Award contract this will run from October 2014 to July 2018. If they continue to provide rail services, their biggest challenge will be the rebuilding of the station at London Bridge. Platform 6 is the busiest platform in Europe. During the upgrade this platform will not be available for 18 months!

John MacQuarrie (DfT Lead Negotiator for Direct Awards) the second guest speaker, outlined the criteria to be satisfied for the Direct Award. The emphasis was on both sustainability and affordability, the latter for both the taxpayer and passengers. There is a requirement for reducing the railway's carbon footprint that is driving future electrification projects. Nationally, only 6% of journeys are made by rail. The DfT wish to see a significant increase in that figure. Switching more traffic from road to rail can only decrease carbon emissions and pollution levels.

The planned Garden City at Ebbsfleet was mentioned in connection with the need for more rolling stock to cope with the increased demand for travel into London. He expects new trains to become available in 2017-18.

John also mentioned that with the introduction of the high speed loop service serving Deal and Sandwich, there would be

a fast service via Ashford and a slower service via Faversham. The slower option would be charged at the same price as a journey to Charing Cross. There was a warning that the continuation of this loop service would very much depend on the degree of use.

Pierre Delalande (Eurostar Service Development Manager) was the third guest. His address was most interesting. Currently 27 Eurostar trains call at Kent stations (Ashford or Ebbsfleet) each day. Last year the company carried 10.1 million passengers. The high cost of using the channel tunnel was mentioned and he claimed Eurostar receives no rail subsidy. That being the case it is surprising that they are able to compete with the low-cost airlines. Pierre showed a slide illustrating that their share of the markets to Brussels and Paris was continuing to increase year on year.

Previous Eurostar trains running direct to Avignon and the seasonal ski trains were mentioned along with future plans to run direct trains to Orleans, Marseille and Aix-en-Provence in 2015. It is also intended to run trains direct to Amsterdam via Brussels from January 2016.

The existing Eurostar trains are now 20 years old and are being refurbished. New Siemens trains will be delivered to allow the service extensions mentioned above.

Question Time:

Derek Smyth, KCC member for Ashford South, mentioned the loss of two fast trains each hour from Ashford to Charing Cross, stressing that many passengers wish to travel to the West End or the South Bank. He called for the return of at least one fast train per hour, citing the extra time taken for an onward connection from St Pancras diminished the time saved.

In reply Charles Horton proudly announced that well over 70% of passengers travelling between Ashford and London were using the St Pancras option. He said "the journey time of 37 minutes compares to well over an hour on the discontinued fast service to Charing Cross".

I take issue with this and have already written to Derek Smyth. I will be writing to Charles Horton, pointing out that following electrification of the Ashford line in 1961 the fast train leaving Charing Cross on the hour arrived at Ashford 60 minutes later with just one call at Waterloo East. The journey time to and from the South Bank was only 57 minutes some 53 years ago! There is a simple answer as to why St Pancras is being used to the extent it is. The current journey time to both Charing Cross and Victoria from Ashford is very close to 1½ hours. It is not unfair to accuse Southeastern of ensuring the success of their high speed service as a result of these appalling timings. This 56-mile journey is typically completed at an average speed of no more than 37 mph.

Tom Rowland, representing Trains for Deal, pointed out that it is expensive for residents in our area to travel to London. In reply Charles Horton said "we will be looking at other ideas to give people attractive offers to allow more passengers to use (loop service) trains." This could of course include off-peak advance fares and I have previously suggested far cheaper weekend tickets such as those available in the 1960's for travel out of London after 7pm on a Friday evening. The present Southeastern Weekender ticket puzzles me greatly, as there is very little difference in price between this and a monthly return ticket.

Martin Wybrow, KCC member for Hythe, asked a question with regard to train

capacity as the 6 carriage high speed trains are often full. This produced a very interesting response from Richard Dean, Southeastern's Train Services Manager.

The high speed Javelin trains are fitted with 'Passenger Load Determination' that effectively weighs the passenger load! The company are monitoring train usage and using this system to determine the need for 12 carriage trains where appropriate. It is likely that some trains to and from Dover Priory will be lengthened in future. This could easily apply to the first high speed off-peak service departing at 09:45. There are currently 29 Javelin trains available, each consisting of 6 carriages.

Richard went on to mention the peak services that currently join and divide at Ashford. In order to increase both capacity and reduce journey times, it is possible that a 12 carriage London bound train could leave Ashford very closely followed by a 6 carriage train, though it was not specified whether the Dover or the Margate connection would be the longer train. Southeastern has already trailed this option.

I have been fortunate to gain an insight into the duplicated computer train control system used on HS1 that does not use conventional colour light signalling. I assume it is the European Train Control Level 1 referred to at the Maidstone meeting. In the driving cab I was shown this system that uses the speed and distance of the train ahead to display to the driver the maximum permitted speed at all times. If the driver fails to take the necessary corrective action, the brakes are applied.

With the extra 200 car parking places at Folkestone West, there have been rumours that Folkestone Central might close.

Richard Dean said there was no truth in this rumour though there is an intention to close Folkestone Harbour and the connection to the main line.

I was able once more to highlight the fact that Southeastern is one of the few train operating companies that fail to offer advance fares within their network on journeys of equal to or greater than 50 miles. Faversham at 50 miles and Ashford at 56 miles, plus all stations beyond fall within the DfT definition of a long rail journey. I reminded Charles Horton that advance fares from Dover, Deal and Sandwich to Manchester are cheaper than a monthly off-peak return to St Pancras. Since the end of their 25% off-peak discount offer the advance cost of travel to Birmingham is once again only 60% of the cost of travel to St Pancras. The latter fares are usually available at little more than 7 days' notice. Before asking Charles whether they will be offering advance fares from October, assuming they continue with the franchise, I pointed out the £1.1 billion of advance tickets sold in the year to April 2013 represented some 22% of all ticket revenue from 44 million advance tickets sold. I also asked whether a future Revenue Support Arrangement with the DfT would influence their ability to offer advance fares. I had also pointed out that the recent 25% discount offers were only available online and not advertised on stations or on trains. London Midland advertised a similar offer in both these places.

In response Charles failed to answer the questions, claimed the 25% discount offers had been well supported and reiterated the off-peak offers that the company have in place all year round that are available at ticket booking offices in addition to the website option.

An interesting meeting.

Heritage Open Days

The Dover Society - Press Release

1953 Coronation Display as Part of Heritage Open Days in Dover Saturday and Sunday 13th and 14th September 2014

Derek Leach

Once again The Dover Society is coordinating arrangements in Dover for Heritage Open Days, organised by English Heritage nationally every year. This event celebrates England's fantastic architectural heritage by encouraging free access to buildings that are usually closed to the public or would normally charge an admission fee. Dover has a great wealth of historic buildings, but few are normally open to the public such as Dover Castle and are not free. This year 9 buildings will be open to the public free of charge.

As the country celebrates 60 years since Queen Elizabeth's coronation, Dover Town Council will include a display at Maison Dieu House of Dover's traditional part as a Cinque Port in the historic coronation ceremony.

1 Dover Town Hall, formerly the Maison Dieu: Founded by Hubert de Burgh, then Constable of Dover Castle, in 1203, the primary purpose of the Maison Dieu was to provide free board and lodging for pilgrims on their way to the shrine of Thomas à Becket at Canterbury and later to care for the elderly poor and sick of Dover. A chapel added by Henry III, was adapted in the 19th century as a court. More buildings were added over the centuries. In 1536 the religious house was suppressed by Henry VIII, becoming the King's property. The buildings became a victualling depot for the navy until 1830 when it was taken over by the Board of Ordnance. Put up for auction in 1834 it

was bought by the Dover Corporation. Restoration and adaptation of the Stone Hall and chapel took place between 1852 and 1862. The 19th century stained glass windows in the Stone Hall depict episodes in the history of the town and there are a number of portraits of famous people connected with the town. The Council Chamber was added in 1868 and the adjoining Connaught Hall was opened in 1883.

2 Maison Dieu House: this fine Jacobean house in Biggin Street is the oldest domestic building in Dover. It was built in 1665 as the Agent Victualler's residence close to the Maison Dieu, which Henry VIII had requisitioned as a store for the Navy Victualling Office following the Dissolution. In 1834 it became the residence of the commander of the Royal Engineers in Dover before becoming a private residence. The Kingsford brewing and milling family and the Mummery family who owned the Stembrook tannery lived here during the 19th century. Bought by the Corporation in 1899, the house became council offices until after the Second World War when it became the public library. Following the move of the library to the Discovery Centre, the premises were purchased and beautifully restored by Dover Town Council for its use. The town's regalia will also be on show.

3 St. Edmund's Chapel: this tiny cemetery chapel in Priory Road was

consecrated by St Richard of Chichester in 1253 in memory of his friend, St. Edmund, Archbishop of Canterbury 1234-45, and was probably used as a cemetery chapel for the Maison Dieu close by. Hidden for many years by development around it and used as a workshop, it was revealed again following war damage to the surrounding buildings. The chapel was restored and reconsecrated in 1968.

4 Dover College, the remains of St. Martin's Priory: built in the 12th century, it was suppressed in 1535 as part of Henry VIII's Dissolution of the Monasteries. The site was then leased for farming and most of the buildings fell into disrepair. Fortunately, the grand Norman refectory was used as a barn and survives today. Dover College opened on the site in 1871 when the refectory and gatehouse were restored and the king's hall became the college chapel. Part of the cloister also survives. The entrance is from Effingham Crescent.

5 Church of St. Mary the Virgin: this prominent building in Biggin Street, dating from Saxon times, was built originally by the secular canons of St. Martin Le Grand, but was rebuilt by the Normans. At the Dissolution it was saved from demolition when Henry VIII granted it for use as a parish and civic church. Unfortunately, because of its weak foundations, it was rebuilt in 1843, although its original arches and columns were reinstated. The magnificent tower survived this restoration.

6 Bell Tower of St. Mary the Virgin: in the gallery of this Norman tower visitors will see how the bellringers operate and in the clock chamber they will see the clock workings and various artefacts.

7 Unitarian Church: this brick-built

octagonal church sitting above York Street was constructed in 1820 and its worship area reflects the shape of the building. The origins of the church go back to 1643 to a local community of Baptists who established a meeting house in 1655 but were persecuted following the restoration of the monarchy in 1660. In 1692 Samuel Taverner made part of his house available for worship and part of the garden as a burial ground. Freedom of belief and form of worship as a Unitarian Church was agreed by members in 1916. Following Second World War damage, the chapel reopened in 1952. There will be an art exhibition and Pity of War display as well as refreshments.

8 Grand Shaft Staircase: this unique triple staircase was started in 1804 and finished in 1807. It connected the barracks and fortifications on the Western Heights through the 250 foot high cliff to sea level, Snargate Street and the Pier District, enabling troops to move quickly up or down its 140 steps within the cliff plus another 59 into the barrack yard. In 1812 a Mr Leith of Walmer rode a horse up the staircase for a bet. The entrance is in Snargate Street.

9 St. Radigund's Abbey: this Premonstratensian abbey founded in 1191 was visited by several monarchs. Following its Dissolution in 1538, the great abbey church was demolished and the remaining buildings with its lands were leased to tenant farmers by the monarch. Today the refectory is the farmhouse surrounded by abbey ruins. A gatehouse and a guest house survive.

Opening times will be:

1 Town Hall - Guided tours on Saturday only from 10am to 4pm

2 Maison Dieu House - Saturday 10am to 4pm

3 St. Edmund's Chapel - Saturday 10am to 4pm

4 Dover College - Guided tours only at 11am and 2pm on Saturday and Sunday

5 St. Mary the Virgin Church - Saturday 10am to 4pm

6 Bell Tower of St. Mary the Virgin - Saturday 1.30pm to 4pm

7 Unitarian Church - Saturday and Sunday 10am to 4pm

8 Grand Shaft Staircase - Saturday and Sunday 10am to 4pm

9 St. Radigund's Abbey - Guided tours on Sunday 10.30 to noon and 2.30pm to 4pm

Publicity leaflets

Publicity leaflets are available from the Visitor Information Centre (now located in Dover Museum), Dover Town Council Offices (Maison Dieu House), Dover Town Hall and Dover Library.

To find out about other buildings open in the region call 020 7539 7921 or visit www.heritageopendays.org

Local contact for more information: Derek Leach on 01304 823926 or email derekrivervdale@btinternet.com

COWGATE CEMETERY

Barry Late

Having survived the wet winter, Cowgate Cemetery this spring has responded with a beautiful display of primroses and everywhere there are the signs of a good recovery and a promising summer to come. Work continues at a good pace with grass cutting and general maintenance at this early stage of the year, well advanced.

Now might be a good time to dispel the

impression many casual visitors to Cowgate often experience and that is that our volunteer team is nothing more than an al fresco dining and debating society. This is mainly due to our regular mid morning comfort break which always involves consuming copious quantities of fresh ground coffee and feasting on either chocolate digestive biscuits or Deborah's very healthy and delicious banana cake.

If you would like to come and join us, and experience for yourself some of the many al fresco club benefits, sessions are from 9 am to noon on the following future dates:-

Month	Thursdays	Saturdays
July	03 Jul 14	12 Jul 14
August	07 Aug 14	16 Aug 14
September	04 Sep 14	27 Sep 14
October	02 Oct 14	11 Oct 14
November	06 Nov 14	15 Nov 14
December	04 Dec 14	13 Dec 14

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Liverpool Street (now the rear of the Gateway flats), and following the base of the cliffs to Eastern Dockyard. It was expected that the cliff side residences of East Cliff and Athol Terrace would be demolished.

At the Eastern Dockyard it was envisaged that a railway station would be built and the previously cut road would become a railway track that via a newly constructed tunnel, would join the track of the old Pearsons line. This would be extended to Sea Street, St Margaret's where another station would be built. The line would then cross the countryside to join the Dover-Deal railway line at Martin Mill.

The new proposal was given outline approval by Dover Corporation with the preference for the construction to be a road not a railway track. This was due to the continuing rise in unemployment in the town - a situation that was prevalent throughout the country at the time - more men could be employed to build a road than a railway. If, however, the company were mindful to create a railway then, the Corporation said, their preference was for the facility to be a tramway, similar to that, which already existed in Dover at the time. Finally, whatever the company decided,

colliery trucks could only be used on land purchased by the company and the track could not go through the town.

The Company chose the road option following the route given in the outline proposal. It was to be 50 feet (16 metres) wide with a 15 feet (5 metres) wide pavement on each side. The estimated cost was £43,000 and it was expected to provide employment for up to 300 men. The council suggested that Pearsons paid one third, the Corporation a third and it would be expected that the government's Unemployment Grants Committee would pay the remainder.

In the autumn of 1922, Pearsons joined forces with steel makers Dorman Long, to form Pearson & Dorman Long Company and take over most of the rights from the Kent Coal Concessions. The latter company had been set up by Arthur Burr, the East Kent mining entrepreneur, in 1896 with the purpose of buying potential underground coal fields but not surface land. By 1906, the company had secured coal mining rights in East Kent sufficient, it was said, for 20 collieries. Burr's large portfolio of mining associated companies in East Kent were consolidated in 1913 under the name of Kent Coal Concessions.



Eastern Arm Reclamation April 1900 © DHB Archives



Eastern Arm - Blockyard 1902 - DHB Archives

The giant steel makers, Dorman Long held 30,000 shares in the consolidated company as borings had confirmed the existence of iron stone. In 1917, a partial consolidation had created the Channel Steel Company and included Snowdown Colliery. Although Kent Coal Concessions did retain some mineral rights, due to the economic depression no one was interested in leasing them and in 1925, the company folded.

Having amalgamated, the newly styled Pearson Dorman Long company immediately started the preliminary work on what resulted in Betteshanger Colliery. However, as they did not own the surface land they were unable to sink the pit. Albeit, through the subsidiary, Channel Steel Company, they proposed building a steel works between Dover and St Margaret's adjacent to the proposed new road and Dover Corporation gave their approval.

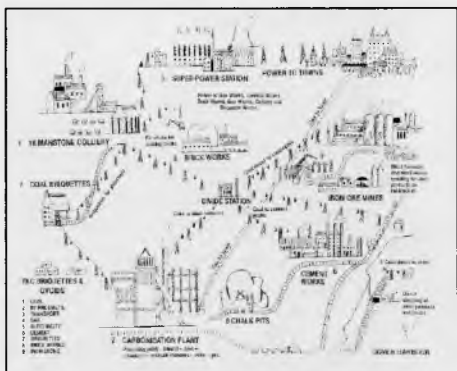
The council applied to the Unemployment Grants Committee stating that the cost for the new road was £56,000. The Committee asked for the plans to be modified and suggested that the Ministry of Transport and Kent County Council (KCC) should contribute towards the costs. While these applications were being made the road was

put on hold. During the winter of 1923-24, the revised estimate had increased to £129,000 but government finance was not forthcoming.

On 29th September 1923, the Admiralty formerly handed the port over to the Dover Harbour Board (DHB), still headed by Sir William Crundall. This included the Sea Front Railway line but the Eastern Dockyard was retained by the Admiralty and let on lease to Stanlee Ship-breaking Company. The Camber was retained for Admiralty purposes.

During spring and summer of 1924, Dover's Mayor, Richard Barwick, and the Town Clerk, Reginald Knocker, visited various government departments laying before them the urgent need for unemployment relief. The Ministry of Transport relented and sanctioned the borrowing of £45,000. In the autumn of 1924 sites near Kingsdown were put on the market through Protheroe and Morris of Cheapside, London. Channel Collieries Trust held the mineral rights under the property and the sites were bought by Pearson Dorman Long - at last, they could sink Betteshanger Colliery.

Unemployment continued to rise and in



Tilden's Industrial Eden.



Eastern Docks - Aerial Ropeway Tunnels - LS 2010

1925 DHB applied to Parliament to close Dover harbour's Western entrance. They wanted to run a railway line along the Southern Breakwater to load Kent coal onto ships for export from there. However, the disparity in exchange rates between the UK and the Continent meant that the country was *importing* coal and the application came under a lot of criticism.

On the subject of Exchange Rate parity and the negative effect it was having on British industry, Sir Arthur Dorman made a powerful and well reported speech (Economist 19.12.1925). He begged the government for equal parity in the exchange rates but the response was: *'a strong £ was the sign of a strong country.'* Pearson Dorman Long wrote to the council saying that they could no longer afford to contribute to the cost of the road.

Cheap imports of coal continued to affect the domestic industry but in February 1926, the government did give a grant of £2m to the Kent coalfields. However, midnight on 3rd May 1926 saw the beginning of the General Strike. In October, that year, the council finally heard from the Unemployment Grants Committee through a letter sent to the town's Member of Parliament (1922-1945), Major the Hon. John Jacob Astor. The Committee had declined to provide a grant for the East Cliff Road, the reason given was that *'unemployment in Dover was not sufficiently exceptional to warrant relief.'* It was generally felt that the refusal was retaliatory because East Kent miners had joined the national strike.

Richard Tilden Smith, who had been involved in a bitter legal action against the



South Foreland © Dover Museum

Dover, St Margaret's and Martin Mill Light Railway Company in 1913, bought Tilmanstone Colliery from the Official Receiver in November 1926. At the same time an application was made by Tilmanstone (Kent) Collieries Ltd for the right to carry an aerial ropeway for a distance of 6½ miles (this was stated in the original application) from their colliery. This was to include a tunnel being cut through the cliffs to the Eastern Dockyard. The proposed course extended over land owned by 18 different personages one of which was Southern Railway. Although permission was granted, Southern Railway, and the Pearson, Dorman Long's Channel Steel Company appealed but this was overturned and works started.

At the same time, Tilden Smith leased 24 acres of land at Langdon Hole from the War Department for cement works that would utilise chalk from Dover's white cliffs. He also planned steel and brick works nearby - that was to be part of his plan for East Kent to become the *New Industrial Eden*. While on 17th March 1927, Southern Railway sought permission to carry coal on the Sea Front Railway and along the Eastern Arm of the Eastern

Dockyard to specially built giant bunkers. In 1927 Weetman Dickinson Pearson, 1st Viscount Cowdray, died. Under the 1896 terms of agreement between the War Department and Pearsons, the line from East Cliff to Langdon Hole had to be restored to its original condition. In May 1929, the War Department took legal action forcing Channel Steel Company to pay £1,300 compensation for the breach of covenant. The next month, the same Department sold the land to ... the Channel Steel Company!

Tilden Smith's, now 7½ mile, aerial ropeway from Tilmanstone colliery to the Eastern Arm was formerly opened on 14th February 1930. The ceremony was simple, as Tilden Smith had died suddenly in the House of Commons on 18th December 1929. The tunnels, through which the ropeway ran to the Eastern Arm, can still be seen.

Bunkers were built but in August 1928 a huge coal staithe, to be installed at the end of Eastern Arm, was commissioned by Southern Railway. It was built of ferro-concrete by the Yorkshire Hennebique Construction Company and held 5000 tons of coal. The Staithe was fitted with electronic discharging mechanism that enabled a vessel to be loaded with 500 tons of coal an hour and cost £22,000. At the same time, DHB withdrew its proposal to close the Western entrance and focused on increasing the number of coal sidings at the Eastern Dockyard. It was clear that this was to enable the export of coal from Pearson Dorman Long's Snowdown and Betteshanger collieries. The electronically operated coal staithe officially started operating on 19th April 1932. The first ship was Dover's steamer *Kenneth Hawksfield*, which was loaded with 2,450 tons coal from Snowdown Colliery.



Dover, Martin Mill Railway Funicular
© Norman Johnson

It was suggested that a rail link would be built through a tunnel from the Eastern Arm to join the Deal railway line at Kearsney, until such time the Sea Front railway was to be used. It was anticipated that the railway would be in use 14 hours a day and would carry 800,000 tons of coal a year together with scrap iron and oil for refuelling ships. The coal was transported on the Sea Front Railway.

The first train ran from Snowdown Colliery at 09.00 and in the next 23 hours, 18 trainloads of coal was carried on the Sea Front Railway line choking its whole course with dust. 17,000 Dovorians signed a petition that was sent to the House of Lords. Parliament restricted the use of the Railway to carrying a maximum of 500,000 tons of coal a year and only during day light. In 1933, Parliament approved a DHB Bill for a 1.75 mile railway line from the Kearsney junction, on the Deal line,

through a tunnel to the Eastern dockyard. Although this would have obviated the need of the Sea Front Railway to carry coal, with the death of Sir William Crundall, the Chairman of DHB, in 1934, the scheme was abandoned as too expensive.

On 1st April 1934, Dover Borough municipal boundaries were extended, bringing in to the Borough, Eastern Dockyard and Arm but the cliffs overlooking the area remained part of the Rural District. That same year, the council resurrected the idea of finishing the Cliff Road to St Margaret's utilising the earlier Light Railway Company's permit. This had been renewed every year and was given added impetus in 1937 when, due to war preparations and the shortage of scrap iron, the remaining track of what had once been the Pearsons line was lifted.

Following the outbreak of World War II (1939-1945), the War Office instigated the building of the Martin Mill Military Railway, operated and manned by the Royal Engineers and using diesel locomotives. The line followed the original Pearsons route from Martin Mill to a point called RDF Junction, about 900 feet (275 metres) past the then Dover-Deal road bridge. Here it divided, with the 'main line' turning north-east to service the guns, *Winnie* and *Pooh*. Passing beneath *Winnie's* gun barrel it crossed the St Margaret's - Martin Mill Road to *Pooh's* position.

A second line, from the RDF Junction, went straight ahead for about half a mile, then in a north-east direction for another half a mile. This served the Wanstone and South Foreland Batteries. The battery close to the Dover Patrol Memorial Point at Leathercote Point was served by a branch line from Decoy Junction - this was named after a dummy *Winnie*, on the 'main line'.

St Margaret's at Cliffe Golf Club

*Founded in 1899 as a 9 hole course
with 40 members.*

By April 1901 there was a clubhouse Rose Bank close to the links where light lunches and refreshments served. In 1906 the course was extended to 18 holes and a new clubhouse was built for £1400. Furnishings, stock and for the extra nine holes the cost was about £400. In 1914 the membership was 120 gentlemen and 80 ladies.

Card of the course

<i>Hole</i>	<i>Name</i>	<i>Yards</i>	<i>Par</i>
1	<i>Ditch</i>	325	4
2	<i>Chalk Pit</i>	450	4
3	<i>Road</i>	295	4
4	<i>New</i>	297	4
5	<i>Corner</i>	577	5
6	<i>Warren</i>	215	3
7	<i>Tree</i>	312	4
8	<i>Pond</i>	332	4
9	<i>Punch Bowl</i>	154	3
10	<i>Long</i>	485	5
11	<i>Swingate</i>	215	3
12	<i>Hedge</i>	501	5
13	<i>Short</i>	115	3
14	<i>Farm</i>	268	4
15	<i>Cottage</i>	387	4
16	<i>Valley</i>	323	4
17	<i>Majuba</i>	263	4
18	<i>Home</i>	242	3
<i>Outward 9 holes</i>		2957	35
<i>Inward 9 holes</i>		2799	35

Course total was 5756 yards with a par score of 70. In 1923 there were 200 members. In the mid-1930s the par score changed to 71 but by 1938 it reverted to 70 and the club had about 250 members. 1939 was the final year of the clubs existence.

Editor

Winnie and *Pooh* were two 14 inch ex-naval guns manned by the Royal Marines and were capable of firing their missiles across the 21 mile wide Dover Strait to France. *Winnie* was installed during the Battle of Britain, in 1940 on St Margaret's golf links and was soon after joined by *Pooh*, located along the Kingsdown Road.

In August 1942 *Jane* and *Clem*, two 15 inch guns, came into operation overlooking Fan Bay Battery, an emergency battery with three six inch guns. *Jane* was originally designed for HMS *Repulse* and named after a Daily Mirror cartoon character. *Clem* was said to be named after the Labour leader Clement Attlee (1883-1967) or Winston Churchill's (1874-1965) wife Clementine (1885-1977)! These were wire wound guns made of a composite of steel and steel wire. The construction was introduced in the 1890's to deal with the increased pressures in the barrel caused by the use of the then new propellant - cordite. Radar was installed and linked with the guns that proved successful.

There were also three 13.5 inch calibre railway guns manned by Royal Marines and called *Gladiator*, *Piecemaker* and *Sceneshifter*. During periods of inaction, these guns were normally hidden in the Guston tunnel but sometimes in tunnels at Shepherdswell and Martin Mill.

The Battery at South Foreland was equipped with four 9.2 inch guns, while near the Dover Patrol Memorial was the *Bruce* gun an experimental, hypervelocity gun built by Vickers and weighing 86 tons. The barrel was 60 feet long and could fire a shell weighing 256lbs over a distance of 100,000 yards - 57 miles. However, it was never fired in anger due to the enormous pressure affecting the shell fuses causing some to explode prematurely in mid-flight. All the real guns were hidden under

camouflage netting, while dummy ones were partially concealed on the cliff top site, which accounts for the reason why the cliff top is pitted with craters.

By late 1944, the operational use of the Martin Mill Military Railway was declining, only being used to move stores and equipment. Following the end of hostilities, the Light Railway Company resumed management and some of the track was sold for export to Tanganyika as part of the ill-fated Groundnut Scheme



Above: Line of the Dover Martin Railway today
Below: Martin Mill line track bed looking towards the Castle. Photos © Alan Sencicle



(1947-1951). However, beyond that and seeking repeated extensions, nothing else happened and in 1952, the company officially ceased trading.

By that time, the route across the cliffs had become a favourite walk, but in the spring of 1954, due the Cold War, the military began erecting a 5 foot chestnut fence on either side of what had been the 6 foot wide track. Vigorous protests were made and the military agreed to remove the fence from the seaward side except where it enclosed military installations. Three years later the Big Guns - *Jane, Clem, Winnie* and *Pooh* were dismantled and uprooted from their reinforced concrete emplacements. The smaller guns were also removed.

About 200 acres of land, which had been commandeered by the military between

Dover and St Margaret's, was de-requisitioned following the stand-down of Coastal Artillery in 1956. Much of the remaining railway track was lifted although the rails and bridges at the Martin Mill end were still in situ in 1960. At that time, the Ministry of Transport was considering using the track for a motorway approach to the Eastern Docks.

Finally, during the post-war period, Marine Parade was widened and the Sea Front Railway safety fence was removed. In order to tell tourists to remove their parked cars off the track, a man with a red flag walked in front of the trains! Robert Eade, Dover's Mayor in 1961, was one. By that time freight traffic using the service was declining and the last train - a diesel locomotive pulling three wagons, ran on the 31 December 1964. The lines were eventually covered with tarmac.

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Dover's VIP Visitor

Peter Sherred

The first Judge to be elected to the Supreme Court when it was set up in 2009, Lord Tony Clarke, Baron Clarke of Stone cum Ebony, was a welcome visitor to the town in February. The purpose of his visit was as the prestigious guest speaker for the first open meeting of the calendar year organised by the Rotary Club of South Foreland at the Dover Marina Hotel.

In a packed restaurant at the hotel more than 80 people, including members of the Dover Society, attended to hear Lord Clarke talk about his career and the reasons for the establishment of the Supreme Court.

As the club's immediate past president and as a fellow lawyer I had the pleasure of introducing Lord Clarke in which I commented that he had experienced a "meteoric rise" through the legal profession, from first being called to the bar in 1965 and becoming Queen's Counsel in 1979 to his election to the Supreme Court. In between he had sat as a Recorder between 1985 and 1992, had been appointed a High Court Judge sitting in the Queen's Bench Division, being knighted in the process, then entering the Court of Appeal, becoming a Privy Councillor and then appointed the 94th Master of the Rolls joining the illustrious order of his predecessors who included Thomas Cromwell and the almost legendary Lord Tom Denning. The



Lord Clarke and Peter Sherred (L to R)

Master of the Rolls is the second most senior judge in England and Wales, after the Lord Chief Justice, and serves as the presiding officer of the Civil Division of the Court of Appeal and Head of Civil Justice. His next stop was the House of Lords where he attained the status of Baron Clarke and so to the Supreme Court. Following the death of Gerald Darling Q.C. he was appointed Judge Official and Commissary of the Court of Admiralty of the Confederation of the Cinque Ports and Two Antient Towns, of which I am Surrogate Judge being Lord Clarke's Deputy. Together with his gracious wife Rosemary Lord Clarke has added gravitas, dignity and charm to Cinque Ports events.

Lord Clarke, who has lived in Kent since

1971, said the House of Lords had been the final Court of Appeal in England for many centuries, but it wasn't really satisfactory that the Legislature and the Executive were the same body and separation was essential. He said he regretted that only one of the 12 members of the Supreme Court, who is Baroness Hale of Richmond, currently Deputy President of the Court, is female but felt certain this would change.

The process of setting up the court, which cost £60 million, had been started under a Labour government which had also wished to abolish the post of Lord Chancellor. The latter objective was not achieved because of the complex and numerous legislative commitments associated with the post as discovered when the reform process was initiated, however the present occupant of the post was a non-lawyer. Lord Clarke doubted the establishment of the Supreme Court would have happened under Conservative Prime Minister David Cameron but that said he thought the Court was here to stay.

"I like to think it hasn't been a waste of time or money," he said. "No-one knows how long it will take to see if it was". In this context he referred to the reported response of the Chinese Prime Minister, Chou En-Lai, an avid student of French History, when asked what he thought had been the impact of the French Revolution on western civilisation. The Prime Minister considered the question for a few minutes before responding "The impact of the French revolution on western civilisation? - too early to tell!"

What is important, in Lord Clarke's view, is that the Supreme Court "is a defender of rights against governments that sometimes can be overbearing." The

court was more transparent than had historically been the case with the Highest Court in the land, he said, with people being able to watch its sittings on Sky TV and he encouraged people to visit in person and listen to one of the hearings "but not for too long".

The court hardly ever deals with shipping or commercial cases - Lord Clarke's specialities - but mainly rules on Administrative and European and Human Rights law although it is still the final court of appeal in the UK. In addition to his position in the Supreme Court Lord Clarke also sits as a non-permanent judge of the Court of Final Appeal of Hong Kong.

He said new shipping regulations over the past 30 years had made the English Channel and the River Thames in particular much safer, resulting in fewer marine accident and disaster hearings. His experience of matters maritime include presiding over the Thames Safety Inquiry and presiding over the Marchioness/Bow Belle Disaster Judicial Inquiry.

Lord Clarke said the legal profession in this country had "very high standards".

Questions from the audience ranged from the experience of examining the Marchioness disaster in 1989, and the European Court of Human Rights which, he said, was "much maligned", to the nature of the Rolls of which he had been Master. Lord Clarke explained that the Master of the Rolls post had a great history attached to it and the Rolls referred to were the rolls or records of the Court of Chancery, the Keeper of which was the most senior of Chancery clerks who, from time to time, acted as keeper of the Great Seal of the Kingdom.

An article about Lord Clarke began "Lord Clarke is most definitely not what you would expect a British Supreme Court Judge to be like". Those attending on the night had the distinct privilege of listening to a good speaker on an interesting subject, which, he delivered in a free and easy manner laced with humour demonstrating himself to be a down to earth person with an extremely affable and gregarious nature. He most certainly came across as a person who had enjoyed his life in the law and his elevated status did not render him detached from the realities of life as judges are so often portrayed.

President James Rouse, in proposing a vote of thanks, reminded those present of Lord Clarke's busy commitments by indicating he had travelled to Dover after

sitting in the Supreme Court on the day of his talk and would be back sitting in the Court early the next day. To ensure his schedule was maintained arrangements for his visit had been planned with military precision by past President Keith Playforth aided and abetted by past President Andrew Eberlein ensuring Lord Clarke's arrival, stay and return to London did not interfere with his professional obligations. It had been quite a coup to tempt someone of Lord Clarke's status to come to Dover in the middle of his busy schedule.

The Club's open speaker evenings are open to all comers and include a supper before the talk. More prestigious speakers are booked to come to Dover and Dover Society members are always welcome to attend with guests.

* * * * *

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Please make cheques payable to the Dover Society and forward the cheque or cash to the Membership Secretary, Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD

I/We could sometimes give practical help with the following (please tick boxes)

Social events Writing for newsletter

Projects e.g. clearance, surveys, photography

Any other interests or expertise

PROGRAMME 2014/15

*Guests are welcome at all meetings except the Annual General Meeting which is for members only.
You may pay on the night before the AGM and attend the meeting.*

2014

September 16
Tuesday
Cost £21.00

The Grange, Gothic Church, Shell Grotto and Walpole Hotel

We sometimes forget the gems we have on our own door step, so this trip is going to show you some very interesting places without travelling too far. First to Pugin's House 'The Grange' which is in Ramsgate - a beautiful Gothic building which he designed and lived in until his death at the age of 40. One may also look around the Gothic church next door. There will be time afterwards to walk to the bay for refreshments or lunch. Then to the Shell Grotto (Grade 1 listed), founded in 1835, for a quick visit, but one not to be missed. Finally we go to the Walpole Bay Hotel. Where Jane Bishop will explain how she and her husband fell in love with it, they then purchased it and all its contents, which they have built on over the years. It is quite a fascinating story. A delicious cream tea is included in the price.

Pick up points: 09.00 The Railway Bell; 09.05 Hollis Motors; 09.10 Frith Road; 09.20 Brook House Car Park.

To book contact: Patricia Hooper-Sherratt, Castle Lea, Taswell Street, Dover. CT16 1SG Tel: 01304 228129

October 20
Monday 7.30

Speakers: Trevor Willmott, The Bishop of Dover

"A day in the Life of....."

Tim Waggott CEO Dover Harbour Board Port and Community Working Together for Dover

November 17
Monday 7.30

Speakers: Nicholas Humphrey-Smith "Crowns and Regalia"

Keith Parfitt Canterbury Archaeological Trust "Recent Digs"

December 13
Saturday
12 noon for 12.30
Cost £22.50

Christmas Lunch Feast: Will be held in the Stone Hall of the Maison Dieu. There will be a choice of menu; make sure that you complete this part of the booking form. More details in the next newsletter.

To book contact: Beverly Hall, 61 Castle Avenue, Dover CT16 1EZ Tel: 01304 202646

Email: bevb061@hotmail.com

2015

January 19
Monday 7.30

Speakers: John Barker, National Trust

"Fan Bay Project"

Chief Inspector Stephen Barlow

"Policing Dover"

*All indoor meetings are held at St. Mary's Parish Centre
Non-members are welcome on all society outings, please book as early as possible*



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