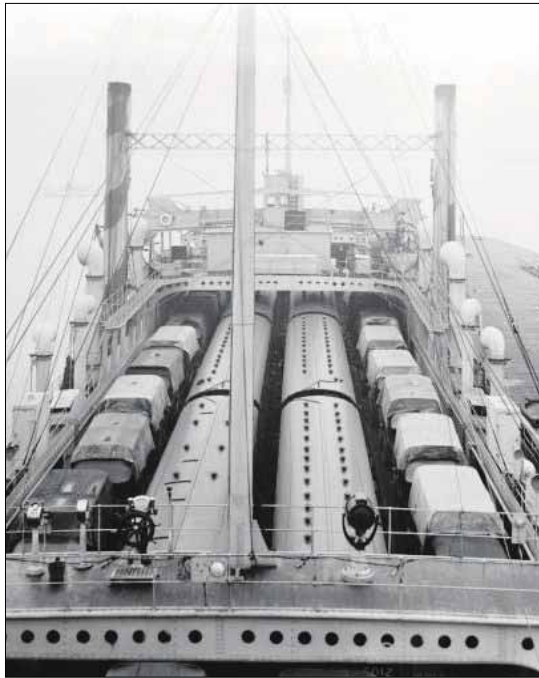


MEMORIES

Do you have any pictures you would like to share with readers? Email them to showcase@thekmggroup.co.uk

Rail link ensured supplies reached front-line



Port Richborough ferries conveyed trains and road vehicles to France

The Canterbury Loop railway line was a junction extending over several hundred yards, which linked the London, Chatham and Dover Railway with the South Eastern Railway to provide a shorter supply route for military traffic in wartime to Port Richborough and the train ferry to Calais and Dunkirk.

The South Eastern Railway line running through The Warren, between Folkestone and Dover, encountered several serious landslips after it opened. The first, in 1877, closed the line for three months having destroyed more than 100 yards of the Martello Tunnel.

The second - in the early evening of December 19, 1915 - put the double-track line out of use until the year after the First World War ended.

In January 1917, the scheme to build two British and three French roll-on and roll-off train ferry terminals was approved by the War Cabinet. In the case of Sandwich Haven, which the War Department renamed Port Richborough, the scheme added to capacity already being constructed there to build barges for towing across the Channel and then onwards via

The opening of a railway junction in Canterbury helped cut journey times for the vital transport of munitions during wartime, as Richard West of the Chaucer Education Project explains...



The 1915 landslip in The Warren

the French canal network.

The large volume of supplies needed to be sent over to France necessitated a second port facility to reduce the existing traffic passing through the busy naval base at Dover. Port Richborough train ferry terminal services began on February 5, 1918.

The Canterbury Loop railway line opened on May 5, 1918. The line enabled trains from munitions factories, such as the Royal Arsenal at Woolwich, to run via the North Kent line to Chatham and Faversham, and then cross over via the Canterbury Loop on to the South Eastern Railway line from Ashford, to run through to Minster junction. From there they branched right towards Sandwich before entering Port Richborough by then branching left into what the Army had named Weatherlees Siding & Junction.

The Kentish Gazette and Canterbury Press newspaper's May 11, 1918, edition reported: "The new line connecting up the South Eastern and the London and Chatham systems

at Whitehall was opened for traffic on Sunday last. It may be of interest to mention that practically all the untechnical work in connection with the construction of this half-mile of line has been done by soldiers stationed in the district.

"Any anticipation that the new junction systems will mean an increased passenger service for the district is not, we understand, likely to be justified".

The opening of the Canterbury Loop shortened train journey times from Port Richborough to London by 11%.

The Times newspaper on January 15, 1919, reported: "The work of reinstating the railway line between Dover and Folkestone, which was blocked by the landslide in the Folkestone Warren in December 1915, is to begin at once, with a view to providing temporary connection between the two towns."

The line through the Folkestone Warren re-opened in August 1919.

The Canterbury Loop had been reduced to single

track when it was closed on November 21, 1924. However, track remained in place until 1935. This strategically important line was reinstated, for military use only, between March 2, 1941 and October 21, 1951.

The Canterbury and Whitstable Railway closed to goods traffic on December 1, 1952, having already closed to passenger traffic on December 31, 1930. But it was quickly reopened, in less than a week, on February 6, 1953, following severe flooding caused by strong winds blowing the North Sea onshore on January 31.

Train services on the Canterbury and Whitstable line finally ceased on February 28, 1953, following the re-opening of the Canterbury Loop line a week earlier.

The Canterbury Loop line remained usable until March 4, 1956, although some track lifting had started in October 1955. The double track embankment continues to remain intact, enabling practical reinstatement.



Map showing the location of the Canterbury Loop, between Canterbury Academy and Wincheap

Lost money on your investment?



Was your investment sold to you by Barclays, Halifax, Lloyds, Santander, Natwest, RBS or any other bank or financial adviser?

Investments such as Stocks and Shares ISAs, Investment Bonds and SIPP Pension Transfers can be very risky. You could be due thousands of pounds in compensation. Don't worry if you no longer have the investment or don't have any paperwork, we can still help.

Call our Claims Advisers for a QUICK assessment to see how much you may be owed.

FREEPHONE 0808 252 0873

or Text REVEAL to 60777

Goodwin Barrett
BECAUSE YOUR MONEY MATTERS

EXPERIENCED CLAIMS ADVISERS • SIMPLE HASSLE FREE PROCESS • SECURE • FAST

Goodwin Barrett Ltd company number 09294215, authorised and regulated by the Financial Conduct Authority 830495. If you cancel after 14 days and we have already submitted your claim, if an offer of compensation is subsequently made, we will charge our full fee, 40% plus VAT (total 48%) as per our T&Cs. You do not need to use a claims management company to make your complaint to your bank, and if your complaint is not successful you can refer it to the Financial Ombudsman Service for free. Figures reclaimed for customers are before the deduction of our fee.