



**FOLKESTONE & DISTRICT
LOCAL HISTORY SOCIETY**
www.folkestonehistory.org

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CHAIRMAN'S REPORT by Alan F Taylor

At the September meeting we welcomed member Bob Brisley who presented us with his Audio Visuals. Bob said he had been a member of the Folkestone camera club for 22 years and that some of the Audio Visuals he showed us were a combined effort.

The first one was called 'Folkestone in Focus' this one was divided into five parts: Churches; Military; Architecture; Commerce and Transport. No.2 'Sandgate Evolves,' No. 3 'Life at Sea,' No.4 'Thomas a Becket, Canterbury,' No.5. 'H.G. Wells' and No.6 'The Enthusiast.'

Forty-eight people attended the meeting three of whom were visitors.

The October meeting started with the Annual General Meeting. Standing for election was: Chairman Alan Taylor, Hon. Secretary Peter Bamford, and Hon. Treasurer Paul Tatt. There being no other nominations these officers were duly elected. The Committee members are: David Fisher, Hilary Tolputt, Vince Williams and Brian Adams.

After a short break we showed a DVD entitled 'Keep Your Own Council', the story of Folkestone Civic Centre by Nick Paine. The film was about the development of Folkestone Civic Centre, together with the local authority which is housed within it.

The Council found itself spread around Folkestone in different, and in some cases unsuitable, premises in the late 1950's They felt it was time to correct this situation and set about finding a plot of land to build a new and fit purpose home.

The middle section of this story was a film taken on 8mm cine film by his father, Ken Paine, during the mid-1960. His efforts follow the whole time of construction right through to the official opening on 4th May 1967. Nick then follow this story with an up to date view of the Civic Centre in 2012.

This DVD was followed by another one entitled George's Barn 'Gets a Lift' by Nick Paine. It tells the story of the Stepcar lift carriage from its start in life on the Leas in 1890 until its final resting place at George's Barn at Peene. A lot of people and firms have helped to raise the money to get this carriage restored and back to the icon it was in 1890. The Stepcar is the only one left as the other was beyond repair and ended up being burned on the beach

Fifty members attended the meeting

At the November meeting we welcomed author, member speaker Vince Williams who gave us his illustrated talk entitled, 'Another look at Cheriton.' Vince started with a Aerial photograph showing Cheriton in the early 1930s, he followed with number of early maps; Joan Blaeu's Atlas Major 1665; 1765 Road Map; 1741 Map of Kent; Jared Hill's 1715 map; Hasted's History of Kent map c1800; J. English's map 1856; Ordinance Surveys 1872, 1897 and 1906; Thompson's Sale Catalogue of 1888 and Ashley Grange Estate 1899 Sale Notice.

The maps were followed by recent finds: a photo of Marler Road c1924 showing part of Ashley Grange; a Hayward & Paramor, builders, cabinet card; a photo of Morehall Manor; an early postcard of the Railway Hotel (now the Nailbox); the earliest known photo of the Morehall pub; an Edward Haytley painting of Temple Pond at Beachborough showing Edmund Parker, Rector of Cheriton from 1743-1770; early photos of the Saxon door & window, St. Martins Church; an exterior shot of St Martins dated 3 June 1892 and interior shot taken on the same date..

Vince then presented us with something which has not been done at any of our meetings before. It was a past and present presentation of shops in Cheriton High Street - questionnaire. He show old images and in some cases two or three images and then asked the audience what business occupied the premises today. And to finished he showed views of Cheriton taken from the top of the recently restored Baptist Church Tower.

Sixty-one people attended the meeting three of whom were visitors

For anybody who has not yet paid their subscriptions a reminder these are now due.

May I join the Officers and Committee in wishing all our members a Happy Christmas and Prosperous New Year.

Battle of Britain Diary Folkestone 1940

August 15th Hawkinge and Lympne again attacked, this time by Junkers Ju. 87's, escorted by 50 Bf. 109's. At Hawkinge, the remaining hanger was hit and a small barrack block destroyed, while at Lympne the station sick quarters were bombed and several other buildings damaged, all water and power supplies being cut. Four fighter squadrons were up on patrol. No's 54 and 501 Squadrons intercepting the dive-bombers over Folkestone, but could not prevent the attack on Lympne due to the enemy fighter escort. The wreckage of one Stuka, cripples over Ceasar's Camp, crashed through high-tension wires and fell in Shorncliffe Crescent. Hawkinge was attacked by 12 Bf. 109's at 3.00 p.m. and half an hour later 100 bombers and 50 fighters crossed the nearby coast en-route to attack Short Bros., and Popjoy's factories at Rochester. At Dymchurch 10 bombs fell, damaging a water main, sewerage pipes and property in Sandgate and Cheriton received damage to property, gas and water mains in the afternoon raid by fighter bombers. One bomb fell at Mount's Farm, Elham. Five minutes after mid-day a Spitfire crashed at Alkham, damaging electricity supply wires, and setting fire to a hay-stack. An aircraft of No. 54 Squadron was shot down off Folkestone at 11.30 a.m., and a Spitfire from No. 64 Squadron was shot down near Dungeness at 3.00 p.m., the pilot being killed. The pilot of another Spitfire from the same squadron, downed at the same time, was uninjured. A Hurricane from No. 111 Squadron landed at Hawkinge after being damaged, the pilot uninjured. Two Hurricanes of No. 501 Squadron were lost at 11.30 a.m., south of Folkestone in the morning, and had another damaged over Dungeness, but the pilot of this machine managed to fly back to Hornchurch. The enemy lost two Stukas near Folkestone and a further two in the Hawkinge area, plus one offshore. One of the crew from this aircraft was captured after being picked up by an A.S.R. launch. Two Me. 110 formations lost six aircraft between them, plus one damaged.

August 16th Two Spitfires from No. 64 Squadron landed at Hawkinge after combat, one landing at 12.45 p.m., the other arrived at 5.30 p.m. No. 111 Squadron, operating their Hurricanes from Hawkinge, lost one of their aircraft in flames over Dungeness at 12.22 p.m., the pilot being killed.

No. 610 Squadron had a Spitfire shot down by Bf. 109's near Dungeness during the late afternoon, but avenged them selves by downing two enemy fighters, the pilot of one managed to reach an emergency landing strip in France, although he was wounded.

August 17th No operations of any significance, Hawkinge, and Lympne now both back in operation.

August 18th About 1.00 p.m., two raids on Hawkinge, high level raid by Dornier Do. 17's escorted by Bf. 109's, with nine other fighter-bombers at 100 feet. No. 615 Squadron was ordered up to intercept the raiders, and claimed to have shot down twelve, Fl. Lieut. Peter Townsend (No. 85 Squadron) and 'Ginger' Lacey (501 squadron) encountered some 50 bombers and fighters near Hawkinge and their squadrons downed two Bf. 109's but No. 501 which was operating from the airfield lost nine of their aircraft. Two near Hawkinge, one near Canterbury. Two pilots were killed, and two wounded. At New Romney two bombs were dropped in the afternoon, and one at Stone Farm, Pigg's Hill, Saltwood – nil damage or casualties in either case. A Heinkel He 111P was shot down by No. 610 Squadron Spitfire 18 miles off Dungeness and two Me 110C's were claimed by No. 501 Squadron over the coast. Another Me. 110 was damaged, but managed to land in France, with one of the crew dead.

August 19th About 6.00 p.m., fifty-plus raiders crossed the coast between Harwich and Dungeness, and carried out scattered raids on towns and airfields.

August 21st The UXB which had been dropped on allotments at Lympne Place on 12th was still there, not having been dealt with – Bomb Disposal (Dover) Sector was informed. Hit and run raids carried out on local airfields during the day.

August 22nd Convoy 'Totem' making its way up-Channel was reported being bombed at 9.40 a.m., fighters dispatched from Hawkinge to investigate. Actually it was being shelled by coast batteries from Boulogne as it passed Dungeness Point. It was also shelled by the Calais Batteries as the ships approached the 'gate' in the minefield off Folkestone. Shelling of convoys first reported on Sunday 18th August. House at Capel damaged by shell splinters. One of the fighters sent to investigate the convoy 'bombing', a No. 32 Squadron Hurricane was destroyed in a landing accent on returning to Hawkinge at 09.45 a.m., but the pilot was uninjured. At 1.15 p.m. a No. 610 Squadron Spitfire was shot down near Folkestone, but the pilot baled out uninjured. During the late afternoon another pilot baled out of his Spitfire, which crashed at Running Hill, Elham. He was picked-up, slightly injured; by the 64th Field Regiment R.A. Another Spitfire (which crashed at Swingfield) was seen to fall in flames. While enemy aircraft were returning home across Hythe, the local ack-ack gunners claimed two, one pilot seen to bale out.

August 23rd Not much activity during the day; Dover shelled at night.

August 24th Lympne and Hawkinge attacked again before and after mid-day. One shell landed in a field at Capel during the afternoon; house at Elham was damaged by a shell; number of shells at Woodstock & Cowgate, and Hawkinge. During the afternoon the bombs were dropped at Dymchurch, bombs cratered main road, serious damage to houses reported. Salvage party sent from Folkestone to help, UXB reported behind church, two at Sellinge Farm; one at rear of Fire Station, and one at the junction with St. Mary's Road and East Bridge Road. At 11.15 p.m. wreckage was still being search for casualties, but two fatalities confirmed. No. 32 Squadron lost three more Hurricanes during the afternoon raid, one near Hawkinge and two near Folkestone, all pilots O.K. Hurricane from No. 501 Squadron shot down near Hawkinge at 9.00 a.m. but Bf. 109 shot down off Folkestone by No. 32 Squadron, enemy pilot being killed. Late morning report of four British aircraft down around Hawkinge, but all pilots safe. At 5.50 p.m. three Hurricanes reported down near Elham, one at Tedder's Lane and two at Lympne, all pilots safe.

August 25th During the day heavy raids were made in the Dover/Folkestone area. At Dymchurch clearing-up was still going on following the bombing of the previous day. Two more UXB's were reported, one at Sellinge Farm and one at the rear of the Fire Station; rescue services working all night to recover casualties at East Bridge Road.

August 26th Just before mid-day Me. 110 fighter-bombers attacked Folkestone, dropping bombs on Marine Terrace, the railway embankment, at the rear of Brockman Road and on Salter's Laundry. Several workers were killed at the laundry when two 1,000 bombs had devastated the buildings. Some interruption to train services. An eighteen-inch water main was cut alongside the Golf Course; full service was restored within 2 hours due to superhuman efforts by Water Company staff. Two Spitfires from 610 Squadron shot down, one pilot was wounded and baled out over Hawkinge; the other aircraft crashed near the village. No. 616 Squadron lost six of their Spitfires, four being shot down and two forced landed after an engagement over Dungeness. One Bf. 109 was shot down near Folkestone, pilot being reported as missing.

August 28th Several raids during the day between Dover and Folkestone. A Dornier Do. 17Z-3 was shot down in the morning near Folkestone by a Hurricane of No. 615 Squadron; No. 85 Squadron shot down three Bf. 109's during the afternoon – one off Folkestone; one off Dymchurch and one at Alkham. Further Bf. 109's shot down at Denton and Elham; one pilot baled out and was captured.

August 29th More raids passing over to attack inland targets; a Hurricane from No. 501 Squadron was shot down by Bf. 109's near Hawkinge, but the same squadron shot down two Bf. 109's during the late afternoon near the village, one pilot survived – another machine badly damaged and the pilot being reported as missing.

August 30th Mass raid crossed coast at 1.30 p.m. between Dover and Dungeness, no warning due to radar being out of action, attack's on inland airfields. One pilot landed at Hawkinge in a damaged plane and 'borrowed' another to rejoin the fight. Lympne aerodrome attacked again, and while No. 501 Squadron was patrolling off Folkestone, the Biggin Hill controller tried recall them as their home airfield was under heavy attack. A Bf. 109 was shot down off Folkestone, the pilot being rescued by a German sea-plane; another was down off Dungeness, and the pilot of a damaged Bf. 109 baled out to land at Lyminge.

August 31st Just after noon, over 100 enemy aircraft crossed coast at Dungeness and flew up two corridors to Biggin Hill, Croydon and Hornchurch. A Spitfire of No. 72 Squadron was shot down over Dungeness, the pilot being killed, and another Spitfire was damaged. No. 602 Squadron had one of their Spitfires damaged by Bf. 109's off Dungeness and the pilot had to make a forced landing.



Two-story pillbox disguised as Garage at Capel-le-Ferne, Folkestone. Note petrol pump, advisements, chimney pots.