

SOUTHWOLD RAILWAY TRUST

NEWSLETTER 69



Wenhaston Station circa 2015

August 2011

The Southwold Railway Trust Newsletter

Issue 69 — August 2011

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Front cover:

Wenhaston Station one day - as envisaged by Oliver Densham

The Directors

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David Smith (01502 478535)

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Ramblings

Another fine issue by the look of the draft. I do not think we have ever had a list of new members as long as that. Welcome to you all. We are very pleased that we have several new members in Wenhaston. The offer is still open to all members that we will send you our new Blyth poster in a tube if you introduce a new member. We have a fresh consignment of cardboard tubes all ready!

It was good to see so many of you at the AGM and we are very pleased that Alan Taylor has agreed to become our President. Alan has a very long association with, and great knowledge of the SRY and his increased input into our activities will be very welcome.

As I write, Southwold is buzzing with visitors not sure whether to take out their suntan lotion or their pacamacs. The weather seems to vary from hot and sunny to downpour in a matter of seconds. I cannot help thinking, as I watch damp families squelching past my office, what a boon the Southwold Railway Heritage Centre at Wenhaston would be to them on wet days when they can easily hop on the bus here, which now stops sensibly almost outside the Railway Shop, and go direct to the site. No need to lose their hard-found parking space. We have been putting chairs from the Shop out for the benefit of the new bus stop queue. The County Council has now installed its

own seat, an odd contemporary confection of stainless steel and hardwood entirely out of kilter with the traditional character of this town. I think we will still put ours out.

The project subcommittee, with help from Alex Gibson, Aurum Ecology and J. P. Chick Environmental, has been working hard on the planning application documents for the Southwold Railway Heritage Centre at Wenhaston. The drawings are more or less complete – those of you at the AGM will have seen them on display in the emerging gallery at the Electric Picture Palace - but work on the accompanying documentation seems endless. There is a Design and Access Statement, Planning Statement, Environmental Impact Assessment, Flood Risk Assessment and Biodiversity Report to finalise. Those of us on the subcommittee have brains filled with a swirling amalgam of data and information ranging from the activities of grass-snakes and water-voles to traffic figures, flood water volume computation, tree surveys, visitor number analysis, mode of operation, opening times, business plan and so on. Whilst we are naturally anxious to get the application in as soon as we can, it is very important to get this right. Following two public exhibitions at Wenhaston we have been encouraged by the generally very positive response in the village and we have had some useful meetings and discussions with the local



authority. If any member has any skills or experience in any of the above topics and feels they could make a useful contribution please let me know. I hope to be able to report in the November newsletter that the application has been lodged. We will certainly do our best, but if it takes longer there will be good reasons.

James Hewett's article is a very entertaining piece of "blue sky" thinking. I should note, of course, that our Wenhaston Heritage Centre and half-mile of track is a stand-alone project and not a part of a full restoration of the line. I shall be content with that. But nothing we are doing would prevent extension of the line at either end.

The Railway Shop has been doing well over the summer. James Hewett in particular has been keeping it open longer

and this really does make a difference. Once again could I mention that members can help by stewarding for an hour or two or by buying things. We had our new Railway stand up at the St Felix Model Railway Exhibition. (There is a picture here somewhere) and although we did not think we had sold much, actually took £230 over the weekend. It was a very good show and I gather there were 2,800 visitors over the weekend. Many of those would have gone to Wenhaston as well would they not? Especially if we had laid on an old bus.

Engine Shed activities will get a boost once the Wenhaston application is in and we can focus more on the water-gauge than the water-vole!

John Bennett August 19th, 2011

ELECTRIC PICTURE PALACE SOUTHWOLD



The Southwold Electric Picture Palace is running its Summer Season of films old and new, 4 nights a week, from July 21st - Sept 1st at 7.15pm.

Created in 2002, but designed in 1912 theatrical style, the award-winning 68 seat cinema has a rising "Tiny Wurlitzer" cinema organ, a Circle, a Kiosk, usherettes and a commissionaire - all in the cause of recreating "The Pictures".

It is run by the Southwold Film Society, which you can join for £10 a year (or only £3 for the season). Tickets are £6 Stalls, £7 Circle. To join, book, or find out more call:

07815 769565

ELECTRIC PICTURE PALACE, BLACKMILL ROAD, SOUTHWOLD, SUFFOLK IP18 6AQ

SOUTHWOLD RAILWAY INCIDENTS in the Year 1920 (part 1) by Ian Bunting

The Halesworth Times and Southwold Weekly Advertiser, began June with an account of the preparations for the 'TRINITY FAIR AT SOUTHWOLD - On Sunday evening [31st May], as usual, the town and neighbourhood flocked to the borough boundary to see what amusements were waiting on the other side, for not till nine p.m. on the Sunday evening is the fair permitted to enter the sacred precincts of the borough. Punctually at the appointed hour Inspector Mann gave the intimation, and the stream of caravans and steam engines passed through High Street to occupy the carefully-mown and trimmed greens which comprise South green. The official opening, by the mayor, took place on Monday at noon...'

On the 30th June the newspaper carried an account of the recent hearing at Southwold's Magistrates' Court, 'Robert Dewell was sued by Mrs. E. B. Clarke, of Strathmore, Southwold, for £3 in lieu of a week's notice. Plaintiff said she paid defendant £3 per week... On June 5th she called the cook, but having no answer, she...found that she had gone. The cook and Dewell were found at the [railway] station with their bicycles. On being asked if they were

leaving, they said "Yes", giving as a reason that plaintiff had spoken crossly to the cook. A letter from Dewell to Mrs Clarke was read, in which he said that he was engaged by the hour. The Magistrates adjourned the case for a fortnight, to enable the defendant to attend.'

Two weeks later the newspaper reported the outcome of this case, 'Defendant [Robert Dewell] did not appear...but he lodged a counter claim for £2 15s.2d...for work done. Mr. D. B. Clarke said there was no question of defendant being paid by the hour. Judgement was given for Mrs. Bennett Clarke...28 days being granted for payment.'

The previous week at a Southwold Town Council meeting, '...it was agreed to do the work necessary for converting the stables of Messrs. Adnams in Mill Lane into a fire station, and to convert the present fire station into offices for the Town Clerk and Surveyor. It was also agreed to place a balcony outside the Council Chamber, and to convert the back portion of the cellar into a strong-room. An offer by Messrs. E. J. Burrow to produce a town guide without costs to the borough was agreed.'

The newspaper also carried an account of the meeting of the East Suffolk County Council held at Ipswich on the 13th July. 'Mr. Eaton Moore moved that a small committee be

appointed to view the spot and report as to the urgency of something being done near Wenhaston Station. An influential petition had been presented, but what had been done was not sufficient, and in wet weather the place was flooded. Notice was given to call attention to the matter at the next meeting...' which was not held until October.

In the same county council meeting, 'Mr. J. B. T. Chevallier moved: "(1) That the County Council do express its approval of the proposed extension of the Central Essex Light Railways (Ongar and Sible Hedingham) to Long Melford and Haughley in Suffolk, to which will develop a new direct route to London from Yarmouth, Lowestoft and Southwold, if the Mid-Suffolk Light Railway can be completed from Laxfield to Halesworth. (2) That with a view to getting help from the Ministry of Transport the Finance Committee be requested to further consider the question referred to them by the County Council on the 26th May, 1914 [see Newsletter 53, August 2007], as to make application to the Light Railway Commissioners for authorisation to advance to the Halesworth Light Railway Company by way of loan or as part of the share capital, or partly in one way and partly in the other, any sums not exceeding £15,000, the consideration of which question was adjourned until after peace was declared. Lord Hutchingfield seconded, and said local feeling was very much in favour of

the extension of the light railway. As far as he was concerned, he would give all the assistance he could. The motions were carried.'

The Halesworth Times of the 28th July gave an interesting and lengthy account of the Third Volunteer Battalion's (The Suffolk Regiment) experiences during the war. First World War Volunteer Battalions were roughly the equivalent of the Home Guard in the Second World War. The author was the unit's former commanding officer, Major E. R. Cooper and the following are merely extracts: 'Suffolk was, as always, to the front of volunteering, and in the autumn and winter of 1914-15 enthusiastic meetings were held in Lowestoft, Beccles, Bungay, Halesworth, Kessingland, Oulton and Southwold...and a number of separate corps were formed... Eventually the Suffolk Volunteers were organised in six battalions... Training went ahead, the men drilling three or four nights a week and Sundays, and funds were raised to provide arms and uniforms. I joined the Southwold Volunteers as a private in February 1915... In June 1915 I was appointed battalion adjutant, and one of my first duties was to help organise a battalion parade at Beccles. This was held on Beccles Common on the August Bank Holiday, 1915, when the battalion paraded...460 strong... The Mayors of Lowestoft and Beccles were present and the Mayor of Southwold was in the ranks.

As a result of this inspection, the volunteers were asked to take on railway guarding, and for a considerable time, night guards were found from Lowestoft for various bridges on the G. E. Railway - a considerable strain on men who were working extra hard all day... The battalion area was under fire for the first time on the 25th April, 1916, when Lowestoft was shelled by enemy cruisers and many 12-inch shells were fired into the town... In November, 1916, the battalion reached its high water mark - 909 all ranks... On the 25th January, 1917, Southwold was bombarded by German destroyers, who fired 68 shells in five minutes...'

On the front page of the newspaper of the 4th August appeared the following, in part of an advertisement:

Sale of
SOUTHWOLD RAILWAY COMPANY'S
ORDINARY SHARES

H. A. ADNAMS

Will SELL by AUCTION at the same time
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11 ORDINARY SHARES of £10 each
of and in the Southwold Railway Company.

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The Trust very much appreciate all the help and support that Duncan & Son have given the Trust by providing the Engine Shed and storing the Tram Carriage.

CHAIRMAN'S ANNUAL REPORT 2011

Introduction It has been a year of steady progress with new projects, a new Railway Show and an encouraging increase in membership. The Wenhaston application has been a particular focus.

The Board The Board lost two members early in the year – Maureen Ridgway and John Ridgway, to whom much thanks and appreciation for all their input over the years. I am pleased to say that John has agreed to be co-opted onto the Locomotive subcommittee. Rather than increase the main Board we agreed that we would set up subcommittees to deal specifically with the Locomotive and Tram Carriage, and the Wenhaston Project. We were pleased that Rev Simon Pitcher, Southwold's new incumbent, was able to join the Board. Simon has a background in railway management and many contacts in the industry and railway press. He will be overseeing publicity matters. Oliver Densham has also joined the Board and is very involved with the locomotive project. David Negus has decided to stand down as President and Board member at the AGM although he expects to play an active role behind the scenes. David has done an enormous amount of work for the Trust for which we are very grateful. I am sure you would all endorse that. I am glad to say that he will still be very much involved behind

the scenes. The Trust is delighted that Alan Taylor, whose name is synonymous with the Southwold Railway, has agreed to take over as President and to come on to the Board. Stewart Green is taking a year's sabbatical but hopes to return at the next AGM.

Membership David Smith has taken over as membership secretary pro tem in addition to his role as treasurer. In both roles David has performed with great efficiency and the Board is thankful to him. We have seen a steady and gratifying rise in membership during the year with membership now at 305 with 56 new members representing an increase of 22% on the previous year.

Projects

STEAM PARK We have not been able to find a way out of the cleft stick in which we found ourselves in connection with the contamination condition attached to the planning consent, the difficulty being investigation is impossible while the site was in use. We have mothballed this project to concentrate on Wenhaston.

WENHASTON We have spent much of the year devising a new project utilising half a mile of track-bed eastwards from a site just to the north of the old Wenhaston Station. There will be a Visitor Centre combined with Engine and Coach Shed, a replica Wenhaston Station building and a Wildlife

Interpretation facility. The site is surrounded by an earthworks (bund) to alleviate the flood risk and provide screening, the material being derived from excavation of a necklace of lagoons which encircle the main area. We are in the process of assembling the documentation for a planning application for this hopefully within the next month. We have agreed with the landowner that we will purchase 31 acres of land if our application is successful.

LOCOMOTIVE We have not made as much progress as we would wish with the 2-4-0 Sharpie. We have the frames, we have cast the pony wheels and have a pattern for the driving wheels and the footplates. The hold-up has been in the advice received that we must complete the drawings and have them approved before we undertake further assembly. These drawings involve a certain amount of research but they are now well advanced and we expect to continue in the autumn initially with the cab.

TRAM CARRIAGE The Irish visit by Tim Heaps and Stewart Green resulted in the purchase and shipment of a 3 ft gauge tram carriage from County Donegal. This is being fully assessed for restoration.

Once the planning application is submitted the Board hopes to re-focus on both these projects.

Events The Annual Luncheon and the three track walks were all well-supported and successful. Grateful thanks to the organisers.

Railway Show An innovation this year was the Southwold Railway Show in St Edmund's Hall. This was thanks mainly to Stewart Green who put in an amazing effort to make this the success it was. Featuring a number of Southwold, and other, models it was a very successful day and made a good profit. We may do another in 2013.

Newsletter Tim Heaps has taken over the Newsletter and it has more than doubled in size under his editorship. It is a very good read and thanks to Tim for the onerous task of putting it together. In future it will include advertising, and could become self-financing.

Website The website and its Blog continues to be well managed and kept up to date.

The Railway Shop This continues to hold its own. The town bus stop has been relocated to a position near to the shop and this seems to be generating custom. A new member – James Hewett - has been helping to keep the shop open for more of the week and this is also having a beneficial effect on sales. Anyone who can help with this will be very welcome.

John Bennett

Locomotive Design Notes II

In Newsletter 67 (February 2011) I promised that in a later edition, I would give some explanations of “slipping” – i.e., spinning the wheels without making noticeable progress.

“Grip” depends, largely on the Adhesive Weight (AW) – the amount of loco weight taken by the driving wheels and imposed onto the rails. In such a loco as an 0-6-0 tank, then the whole weight is available for adhesion. Such was not the case on the “Sharpies”, of course but the theory of the day was that a 2-4-0 tank was steadier at speed than the 0-6-0T – all very well, provided that it was going forward and not quite borne out by the facts – they were reputed to “box” at speed, hence the “improved” No 1, the 2-4-2 tank, which went equally well in either direction.

The other factor in grip is the loco “Tractive Effort” (TE) – see previous article. High TE and low AW gives much slipping and *vice versa*.

This is categorised in loco design as the “Adhesion Factor” (AF). This factor is derived by dividing the AW in lbs by the TE. For the Sharpies, this gives a value of 5.04 – not too bad. (The little 2-6-2T “Russell” on the Welsh Highland Railway is quite powerful, with a TE of 8,420 lbs – but the AW is only 13 tons (29,120 lbs) giving an AF of only 3.46. Trying to use

its full power would result in much slipping).

Let us have a look at No.4, “Wenhaston”. This 0-6-2 tank had a TE of 4,585 lbs (i.e. nearly 30% more powerful than the Sharpies). The three driving axles, however, gave an AW of about 15 tons – a bit much for the 30 lb/yd rails! The AF for this little loco was no less than 7.33. Not much slipping propensity there! It could be (and was) worked very hard – no wonder it gulped down much more coal than the Sharpies!

The use of dry sand to minimise slip was realised very early on in loco design. For the most part this resulted in locos being equipped with sand pots (or boxes – take your choice) with pipes leading therefrom to points just in front of the relevant driving wheels. This normally fell by gravity – only in later, more sophisticated locos was a steam jet used to force out the sand. On the Southwold Railway, the sand pots were originally below the footplate on the three Sharpies and keeping the sand dry was obviously a problem. “Wenhaston” had a patent arrangement whereby the sand-pots were above the footplate and each contained within it a coiled steam pipe to heat and dry the sand.

The Southwold fitter must have pondered over this and keen eyes will note that, in later years, the Sharpies all had a single sand-pot on the RHS of the smoke-box,

with a small steam-pipe leading into it. Poor Wenhaston was also reduced to one sand-pot as one of hers (?his) was pinched for a Sharpie! The other two pots must have been fabricated locally, presumably by the fitter. Again, what happened in reverse? No such improvement – but maybe the sand-pot under the cab was so near the fire-box that the sand was dry anyway!

Other 3'-0" gauge locos.

The original Southwold Railway 2-4-0T No 1 was returned to the makers in the late 1880s and was exported, by them, to South America, where it ended up on the banana plantations served by the Santa Marta Railway in Colombia (where it outlived the Southwold locos by several years).

The Santa Marta Railway had a number of interesting types of (3'-0" gauge) locos,

built by Hunslet, including a small 4-4-0 tender engine of 1882 (working weight with 4-wheel tender, 31 tons), a large 2-6-0 tender engine of 1914 (weight 54 tons) and a little 4-4-0 tank of 1925 (weight only 17 tons). I have no doubt that there were others but they didn't feature in my Hunslet book.

Hunslets manufactured numerous designs of narrow-gauge locos for railways both at home and abroad, including several 3'-0" gauge types. These included an attractive 0-6-0T for Honduras, some 0-4-0 saddle-tanks for both Preston and Fylde Waterworks and a very small 0-4-0 saddle tank for a Russian railway. Although I have no details, I understand that the "Quarry Hunslet" design was also produced in 3'-0" gauge – wheels outside the frames in this gauge.

David Negus.



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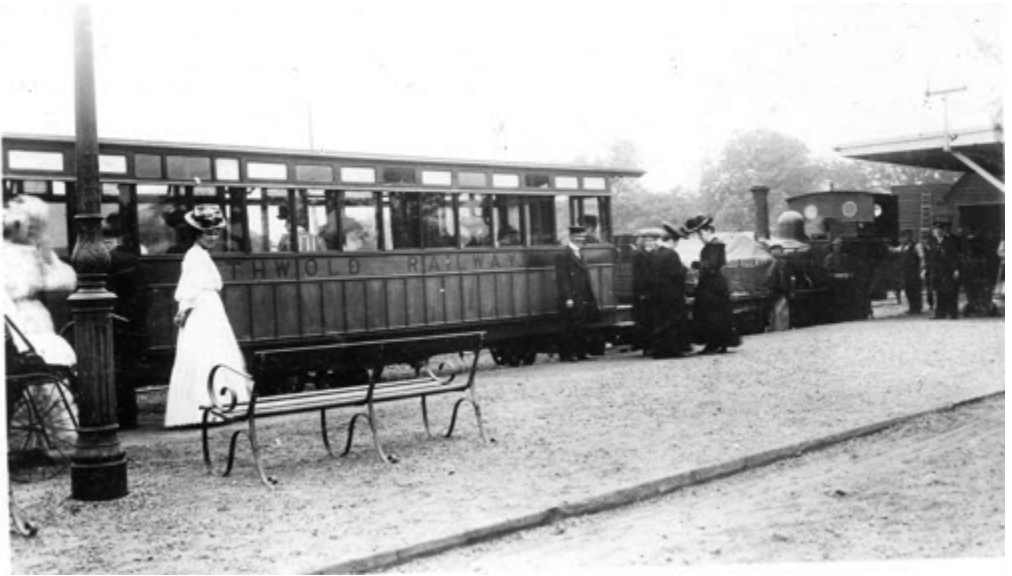
01502 578383



Alan Taylor's Album

The article in Newsletter 68 concerning St. Felix School and the photograph of the schoolgirls at Southwold Station platform suggested to me that this 'Alan Taylor's Album' should be of views of that platform. St Felix School moved to Reydon in 1902 having previously occupied premises in the South Green area of Southwold. The platform is still lit by oil lamps so the date is no later than 1905 when electric lighting was installed but could be several years earlier.





One of the electric light standards is to be seen in this view. Some passengers are already seated in the carriage whilst the Station Master stands by and Guard Wright can be made out beneath the platform awning. The carriage paintwork appears to be somewhat discoloured from its former light colour. A WHS Kingsway postcard. *One printing of this view is heavily cropped at the left hand end so that the lamp standard has been removed.*



Several carriages will be needed to accommodate this crowd. Were these parents who had attended Speech Day at St Felix's School? Date 1906 or later.



Some of the passengers came to Southwold for an extended stay. Hence the amount of luggage they brought to be carried from the station by the local carrier W Doy.



An excellent view of one of the magnificent electric light standards. It would appear that several hosts are bidding a leisurely farewell to their guests while the open horse drawn carriages are ready to return them to their residences. A magnifying glass makes it possible to see that there is a Moy six wheel wagon actually inside the engine shed.





Please excuse the poor quality of this photograph but it does show a celebration of some sort taking place on Southwold Station platform in the 1920's.



Southwold Railway Stamps

Member Phil Ashlee, from Co. Durham, has recently acquired a number of the Grenadines of St Vincent 60 cent stamp issue featuring the Southwold Railway's own Sharp, Stewart & Co, 2-4-0 tank locomotive. He is offering these for sale at £2.50 a pair (which include postage and packing) and intends to donate 50% of the profits to the Trust. He may be contacted on 01325 321537 (after 6.30 pm, please) and will be happy to advise on larger quantities too. Also available from the Shop - price £2.50 per pair, inclusive of postage.

Many thanks, Phil!

Membership Notes

A big thank you to all those of you who have sent to me your membership renewal payments either by cheque, cash, card or standing order – I would like to gradually stop taking subscriptions by cheque or cash and would encourage you to consider the simplicity of a standing order – if you use online banking, as many of us do, then you can set it up yourself - no need to fill in a form but please make sure your name and membership number is shown as a reference - also make sure you put in our bank details correctly: our sort code is 08-60-81 and account number is 31955020. An alternative is to use your credit or debit card – we now have this facility for both subscriptions and shop purchases: and of course a direct bank transfer is a simple way these days. If you made your renewal before the AGM on the 6th August then your new membership card should be enclosed with this Newsletter: if not then you will find another reminder enclosed! Thank you also to you if you added a donation to your subscription payment - much appreciated.

Some, only a few, are still sending in a £12 standing order – if you are one of these then a request for the extra £3 is enclosed and I would ask you please to change your annual payment to £15 for the future.

Several of you have taken up our offer of Life Membership for £250 and I have sent an acknowledgement to those separately from the Newsletter together with their Life Membership card.

We would like to welcome the following 25 new members who have joined since 20th May:

Andrew Perrett (Tunbridge Wells),
Paul Le Versha (Southwold),
Ken Ledran (Bedford),
Robin Rickard (Spellbrook),
John Rickard (South Croydon),
A. Nichols (Halesworth),
B. Mercer (Horsham),
D. Eastaugh (Chelmsford) ,
J. Franklin (Southwold),
Robert Yellop (Lowestoft),
Violet Jackson (Wenhaston),
Aubrey Jones (Wenhaston),
L. Pidgeon (Wenhaston),
Heather Phillips (Wenhaston),
Andrew Carr (Wenhaston),
Fiona Adams (Wenhaston),
Peter Brown (St Albans),
Anna Drawwater (Bedford),
R. Middlehurst (Thetford),
C. Williamson (Ipswich),
Ralph Cryer (Loughborough) ,
Nigel Morris (Wenhaston),
Nicola Dudman (St Albans) ,
Sue Camps (Cambridge) and
Gordon Hanson (Selby).

*David Smith – Membership Secretary –
members@southwoldrailway.co.uk*

Shop News

It hardly seems 3 months since the May magazine, but here we are with summer visitors to the town arriving in droves. Thanks to the new ban on buses travelling along the High Street (Tilly's Tours' vintage bus 'OLIVE' being a notable exception!) the repositioned bus stop is now practically outside our door! There hasn't been any noticeable increase in takings, but there have been occasions when the queue almost masked the front of our little shop. We try to place a courtesy seat for travellers to use, which sports an advert for the shop too. Visitor numbers are possibly a little higher now that more people actually make it to the north end of the town. All the T-shirts have been sold - with more sizes likely to follow later - and the key rings have proved popular too. We are also nearly at the end of our stock of The Southwold Railway Children.

Our stall at the recent Southwold Model Railway Exhibition at St Felix School took well over £200, and once again featured our new portable display shelf and awning (superbly modelled left by James Hewett & John Bennett) - custom made to enable Frank Clark's Sharpie to trundle back and forth to its heart's content whilst drawing attention to the books and gifts on sale. If anyone has the time to give the stand a coat of paint please get in touch with us at the shop.

We have a limited stock of mint condition books from Oakwood Press and others (see list on next page). Additionally we have had an almost complete collection of BRITISH STEAM RAILWAYS (pictured on next page). 97 magazines and 79 DVDs; each disc includes unseen footage shot by enthusiasts, rare archive documentaries, clips and stills about the men and machines of the steam age, featuring iconic locos such as 'Mallard' and 'City of Truro'. At a mere £50 the lot (+ p&p) this works out at less than £1 per DVD. Ring if you're interested and we will research transport costs for you.

We have sourced pottery mugs with our new BLYTH logo on and these come packed in a solid card carton, which should be safe to send through the post - price £6 + £2.50 postage. Fruits of the Hedgerow, Damson, Wild Plum, and Elderberry & Apple jams should all be in the shop soon, plus Rowan & Apple Jelly. It's all dependent on fitting in fruit picking



and jam-making sessions around a September holiday travelling on the Welsh Highland Railway. Many thanks to everyone who supplied used jam jars; keep them coming! All profits from jam sales go directly to the Loco Fund.

We particular need more paperback fiction, hard back books and unwanted DVDs to sell in the shop. These are very popular with our customers and help to boost the profits.

Stewart Green



Title (paperback - unless marked (h/b))	Publisher	Ref.	Price
The Kent & East Sussex Railway	Oakwood Press	56	£8.00
Railways to New Holland & Humber Ferries	Oakwood Press	198	£8.00
The Glencorse Branch	Oakwood Press	211	£8.00
Northern Northumberland Minor Railways	Oakwood Press	234B	£8.00
Woodford Halse; a railway community	Oakwood Press	RS6	£7.00
Ferry Services of the LB&SCR	Oakwood Press	X64	£7.00
The Wemyss Private Railway (h/b)	Oakwood Press	OL100	£9.00
The Scottish Central Railway (h/b)	Oakwood Press	OL101	£10.00
The Railways of Leicester	Cumha Collection		£10.00
The Metropolitan Railway	Lamplight	Vol.3	£10.00
Quinton Road Station	Lamplight		£7.00
Broad Gauge Locomotives	Noodle Books		£9.00
A Bowater's Album	Noodle Books		£10.00
Armstrong Whitworth; Diesel Pioneer (h/b)	Lightmoor Press		£10.00

Although we have more than one copy of some of the titles, please ring the Shop to check availability and postage & packing charges, and to reserve your copy.

Answers to Quiz, Series 1

Oh dear! I seem to have upset one or two people, as my questions were not sufficiently specific! Come on – it was only meant to be light-hearted fun!

Anyway, here are the answers to what I thought were the questions:-

1. The branch to Snape Maltings (goods only).
2. The questions was meant to be about regular passenger platforms – not parcels, cattle or what have you. I make it **eight** – Newmarket, Bury St Edmunds, Haughley, Ipswich, Beccles, Lowestoft Central, Westerfield and Felixstowe.
3. Yarmouth “Vauxhall”.
4. Midland & Great Northern Joint Railway – Austin Street is in King’s Lynn.
5. GER 2-4-0 express locos, their class “T19”, were built between 1886 and 1897. Some were rebuilt with much larger “Belpaire” boilers in 1902/3, producing a markedly hunched, top-heavy profile – hence the nick-name “Humpty Dumpty”. They didn’t last long but a much more successful rebuild of 60 others to 4-4-0s, with the large boiler (subsequently superheated) produced a loco resembling a slightly fore-shortened “Claud” and

they survived for many years on the long country branches, the last being scrapped in 1943.

6. Cambridge – Great Eastern, Great Northern, Midland and London & North Western Railways. (I will accept Peterborough North – a bit outside the area – which actually had five – all of the above plus M&GN).
7. Woodbridge to Melton, mostly alongside the main line.
8. These were GER 2-4-0s, designed by Samuel Johnson (of later Midland Railway fame) and built by Sharp, Stewart & Co between 1867 and 1872, the last one surviving until 1913.
9. A bone of contention! The present-day Norwich station, called “Norwich Thorpe” for many years really was the first (1844) station, although it moved about the site a bit. The next one, chronologically, was Norwich Victoria (1849), off Chapelfield Road, downgraded to a goods station in 1917. The third one, by my reckoning was Norwich City, terminus of the M&GN.(1882)
10. The Newmarket Railway ran, originally, from there to a junction with the GER at Great Chesterford, with a projected branch from Six Mile Bottom to Cambridge.

Under-funded and played between larger railways, it survived only by taking up its poorly used main line between Six Mile Bottom and Great Chesterford, using the rails to complete track-laying on the more lucrative branch to Cambridge – which survives, of course. It became part of the GER by the 1860s.

11. Maldon.
12. Halesworth (of course!); Haughley (GER and Mid Suffolk Light); North Walsham (GER and M&GN).
13. Another bone of contention! Insofar as the GER is concerned, I have taken the “classes” to be those categorised by the LNER – no formal “parts” for the 2-4-2 tanks. Five GER classes (F3; F4; F5; F6 and F7) were taken over by the LNER. GER had, however, a much earlier design of loco, built between 1864 and 1865, which succumbed many years before the grouping. Another small railway in Essex – the Colne Valley & Halstead also had a class (3 locos) which formed the mainstay of their operations for many years. Last but not least, of course, was Southwold Railway No.1. So the correct total is **eight**.
14. Lowestoft Sleeper Works. Many of England’s sleepers were prepared here but all has gone now, like most of Lowestoft’s industry.
15. The Wissington Light Railway, southward from Abbey Station on the Stoke Ferry branch, with several branches serving the large Fenland farms.
16. “Parkeston Quay”, on the Harwich branch, GER et al ferry port par excellence.
17. I have seen the following:- 4-4-2T “C13”; 4-4-0 “D9”; 0-6-0 “J11”; 0-8-0 “Q4”; 2-8-0 “04”. There might have been 2-4-2T “F2” so I will accept that.
18. Haddiscoe.
19. Southwold Railway van No 14.
20. The Framlingham Branch – School specials at beginning and end of terms.

David Negus

THE SOUTHWOLD RAILWAY TRUST

Income and expenditure for year ending 30th June 2011

INCOME 2011	£
Membership subscriptions	5327.60
General Donations	471.70
Donations to Loco Fund	1084.95
Gift Aid refund	3690.40
Building Society Interest gross- Deposit Acct	4.06
Planning Application Refund	1690.00
subtotal	<u>12268.71</u>
Less tax on interest (reclaimable through Gift Aid)	.81
subtotal	<u>12267.90</u>
2-4-0 Club Donations	3831.64
Irish Tram carriage donations	2650.00
Total Income	£18,749.54
EXPENDITURE	
Newsletter Production Costs	1389.00
Postage	376.82
Printing other than Newsletter	402.28
Public & Employer's Liability and Events Insurance	415.00
Subscription to Heritage Railways	25.00
Exhibition and promotional costs	1294.00
Accountancy charge	850.00
Stationery	80.51
Professional charges	115.00
Barclaycard expenses	98.89
Irish Tram carriage costs	2899.90
Locomotive build costs	1501.70
Total Expenditure	£9,448.10
Balance of Income over Expenditure	£9,301.44

Cash in hand and at bank end June	£
Barclays Loco Fund	32537.52
Norwich & Peterboro Current a/c	3608.77
Norwich & Peterboro Deposit a/c	3460.62
Cash	136.22
Total cash in hand and at bank at end June 2011	£39,743.13

APPORTIONMENT OF GIFT AID BETWEEN ACCOUNTS

£

The funds received from HMRC are credited to the individual accounts proportionately to the initial amounts received from those subject to UK tax and being eligible:-

Credit to 240 Club and Loco Fund for building of Loco No.3 BLYTH	2226.64
Credit to Irish Tram rebuilding fund	585.29
Credit to general donations and memberships	878.47
Total Received from Gift Aid	£3,690.40

If anyone would like a copy of our annual accounts produced by our accountants Lovewell Blake LLP will they please send an A5 size stamped addressed envelope to the Treasurer.

Notes from the Engine Shed

In the last newsletter, I wrote about the general state of bewilderment induced in anyone mad enough to undertake the design of a steam locomotive armed only with some handy books and a mere handful of necessary details. Disarming though this approach may be, it possibly lacks a little in terms of information. For the interests of all those who are similarly attempting to design full size steam

locomotives (as I'm sure almost all of you are) it would undoubtedly be of great comfort to have some more concrete information.

The starting point for 'Blyth' and her tenure on the drawing board was the frames and footplating. Being effectively the 'chassis' of a locomotive, this is the fundamental starting point of any locomotive build. The steel for these has, as I'm sure most members are aware,

been cut and supplied, and the frames in primer give a good idea of the size and form of the finished locomotive. It's quite an odd (but satisfying) sensation as one starts to glean an idea of the solid form of something we know only from photographs and drawings.

However, I am nothing if not obtuse, and having tantalised my readership with a brief description worthy of the late Alfred, Lord Tennyson, of the framing of No. 3, I shall throw a quick googly and talk about boilers.

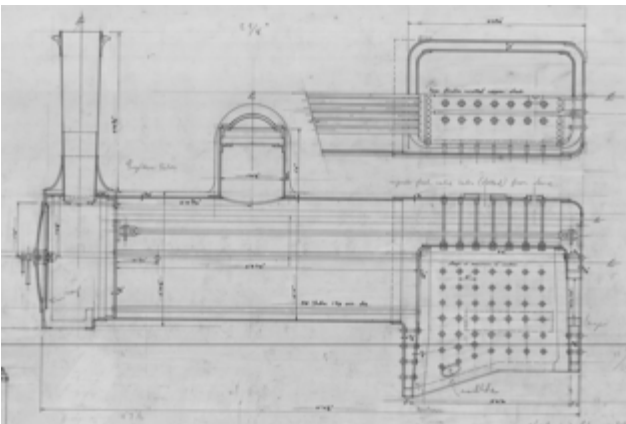
There are mildly logical reasons for this. The boiler, in a sense, is the heart of a steam locomotive, and certainly represents the biggest drafting and technical challenge undertaken so far. Also, although the frames are cut and assembled and ready for riveting, they can't really be considered 'finished' until the locations are finalised for spring hangers, valve gear hangers, brake fittings &c. So, The time has come, the Walrus

said, to talk of many things, but mostly Boilers.

The boilers fitted to the Sharp, Stewart locomotives were quite simple ones, and represent a good starting point to the novice boiler designer, of which I'm sure modern schools are teeming almost to excess. I'm certainly grateful for their simplicity, and also the comparative wealth of information that the GA drawings, usually so decorous in their reticence, devote to the boiler.

I'm sure most people understand the basic principle of the boiler, although it's worth going into a few details to understand why its construction is so complex. The high-pressure boiler (that of 'Blyth' is specified to operate at the relatively low pressure of 140lb sq in., but given its construction and the rigours of modern boiler testing, could be certified to run at 160lb) is intended to take advantage of the properties of boiling water under pressure. The high pressure

resists the formation of steam bubbles, and allows the boiling point to increase-typically to about 200 degrees centigrade. The effect of this is that, as steam is drawn off to do useful work, the water beneath it, at double its usual boiling point, immediately turns to steam as a result of the drop in pressure, meaning that a large reserve is always available. The downside



of this is that if any part of the boiler fails, the water will immediately turn to steam, expanding to 1700 times its original volume- hence the dramatic nature of boiler explosions.

We like to avoid boiler explosions, so a lot of thought is given to the drawings of the boiler for No. 3.

One thing that startled me about No. 3's boiler is its diminutive size. It has an internal diameter of only 2'7", which means that the bulkhead, when standing in the cab, will be a mere 3' or so above the footplate. We'll have to employ tiny firemen.

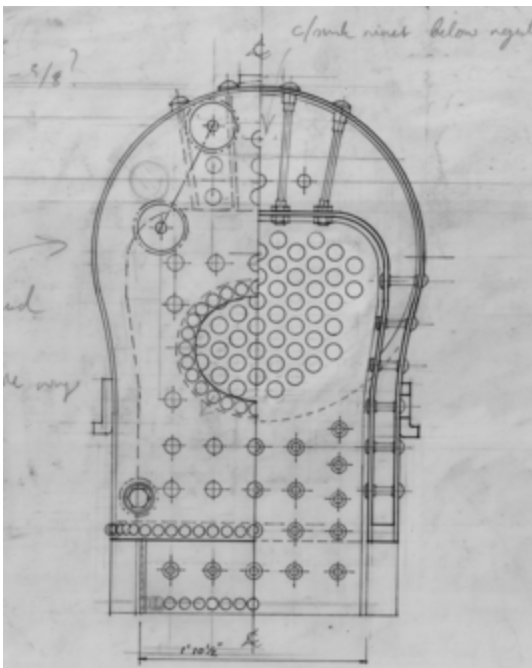
The boiler is also long for its diameter, however, which means a reasonable

heating area is available from its 58 tubes. More would be desirable, but the width between the frames offer an intimate fit for the firebox with a grate area of 6 square feet.

The firebox of the original locomotive was copper, a common practice due to the vastly superior heat transference properties of that metal. Should the costs stack up, the replica will be the same.

The construction proposed for the new boiler is all riveted, with what is termed a butt-strap seam to the barrel. The butt strap is a joint that allows the two edges of the boiler plate to be butted together, and anchored by a flat strap of steel on the inner and outer face. This makes for a fat seam, and care must be taken at the firebox throatplate, where the barrel seam and throatplate seam all meet at the same point, meaning that the joint there must be made with some caution. I originally designed a welded throatplate and barrel to avoid this, but given the longevity of many riveted boilers (the boiler of Dolgoch being a noble example) traditional construction is probably the way forward. I suspect the regular re-shopping of Tornado for repairs is partly due to the loss of flexibility in a large welded boiler.

We now have a completed, workable boiler drawing, some sections of which feature with this article. It's representative of an extended period



of work on a trial-and-error basis- it's one thing to produce a design that will 'work', but another to produce one with any pretence to accuracy. The next step is to commission a specification from a qualified boiler engineer, as the knowledge to do so is beyond my abilities, the construction of boilers being now governed by official pressure vessel directives. Then begins the task of finding a suitable contractor to carry out the work, of which the numbers, somewhat surprisingly, are growing. However, in the

world of boilers there are, as I'm finding, as many ways to skin a cat as there are boilers, and so such a choice will need to be made carefully. It would be good to think we could build our boiler in the same manner as the original, with hand-operated ratchet drills, a brick rivet furnace and hand-driven rivet punches, but I suspect the number of people willing to indulge in such a sadistic pastime is a little thin. People are so indulged these days..

Oliver Densham

Henham Park Steam Rally

Friends – this year's Henham Rally is on the weekend of 17th and 18th September: the Southwold Railway Trust will have its usual promotional stand. We need volunteers to help with the following:

- Delivery of goods from the Shop to Henham, and collection of same after the show
- People to man the stand itself over the two days – ideally a couple of “core” people, who can stay most of the time, and some back-ups, to cover illness or emergencies, to allow those not “on duty” to enjoy the show, and to give some flexibility

Please let me know if you can help – on 07929 289501, jashewett@yahoo.co.uk, or, if you prefer, leave a message in the Shop.

I hope that we'll be quite busy this year – our Wenhasston Project will be going through the planning process, and I imagine there'll be lots of questions from the public. If it's as busy as the St. Felix Model show, you certainly won't be bored.

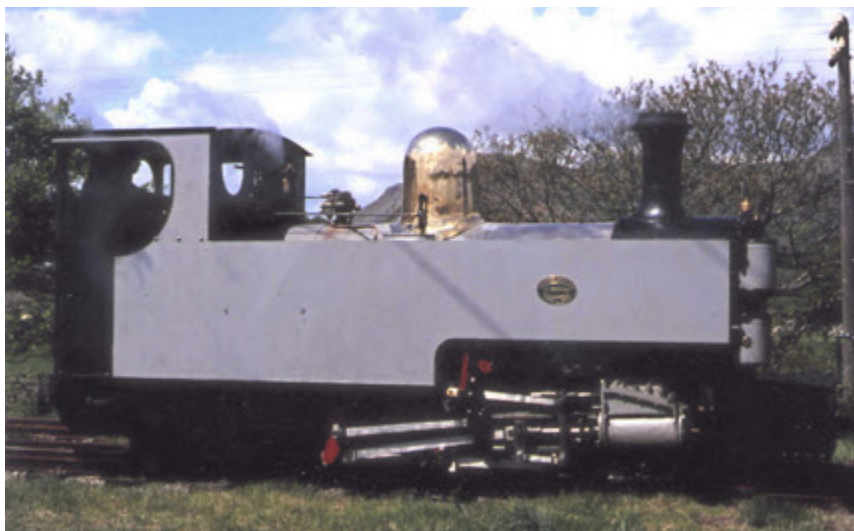
Our good friends the Tilly Bus Company will be providing heritage transport to Henham from Southwold with 1959 Lowestoft-built Bristol omnibus “Olive”, so there's no need to drive unless you wish to.

Being optimistic and assuming a positive outcome to the planning application – we'll be needing to sign up as many new members and potential volunteers as possible.

Thanks in advance.

James Hewett

Unidentified Loco. Some Answers!



We published this photo of a WENHASTON look-alike last time and received this detailed report from James Hewett:

NB re. works grey loco in your pic - it's Hunslet 2-6-2T Russell - it did a year in grey before painting and lining out. Belongs to the WHR Ltd. (not the big FR one) - having run for a number of years, is now again under restoration, with the chassis, wheelsets, motion and boiler/firebox complete, but needs yet more cash to get finished.

Wenhaston, being designed as a rescue loco for the (never built) electric line thro' Snowdonia - gradients of 1 in 29 on continuous 3-chain curves. Outside frames and cannon-type leading and trailing wheelset suspension. More pics/specs on WHR Ltd. website.

I've driven it! (not easy - screw reverser).

Was built for the Porthmadog, Beddgelert and South Snowdon Railway in 1906 - tho' only 60cm gauge, it was considerably heavier and more powerful than

NB - the Thomas the Tank engine people picked up that photo and, using the image, invented a loco called "Fearless Freddie" - but the WHR never saw a penny from the image copyright.

Paul Ashlee (as well as sending us the SR loco stamps) added a comment on the mystery loco from page 30 of last issue. He reckons it is a Welshpool and Llanfair ex-Sierra Leone loco currently residing at the National Railway Museum at Shildon, Co, Durham, which is only 2 miles away from him.

A Dream of Blything.

Part 1: Halesworth to Wenhaston

by James Hewett

A fine May day in 2042, with a brisk south-westerly shaking birches and gorse: the Southwold Railway's **Halesworth Station** is bright with flags and spring flowers, and busy with invited passengers awaiting our train from Wenhaston works. Representatives from our partners in the Suffolk Transport and Industrial Heritage group – the East Suffolk line, The East Anglia Transport Museum, the Long Shop, and the Mid-Suffolk Light Railway – mingle with Halesworth's mayor, tourism specialists, journalists and local councillors. Cameras-phones are raised as a whistle and a plume of smoke over Bird's Folly announce the train's approach.

Our first locomotive, Sharpie 0-4-2 **Blyth** in GER blue, heads the crimson set of coaches and wagons – as today is a special occasion, the consist includes the Cleminson coaches which are usually to be seen in the Wenhaston museum - a resplendent gloss black 2-4-2 **Southwold** brings up the rear. Those at the south end of the platform can see the other coach rake – in cream and black – in the loop to the south: this will form the first public train after our special leaves. Colourful Art Deco style posters along the platform advertise the summer season steam specials between Ipswich and Lowestoft – a Suffolk version of the

Jacobite, which has done much to put the county firmly on the heritage tourist map, and a fine example of how the Southwold Railway revival is also helping Suffolk's tourist offer.

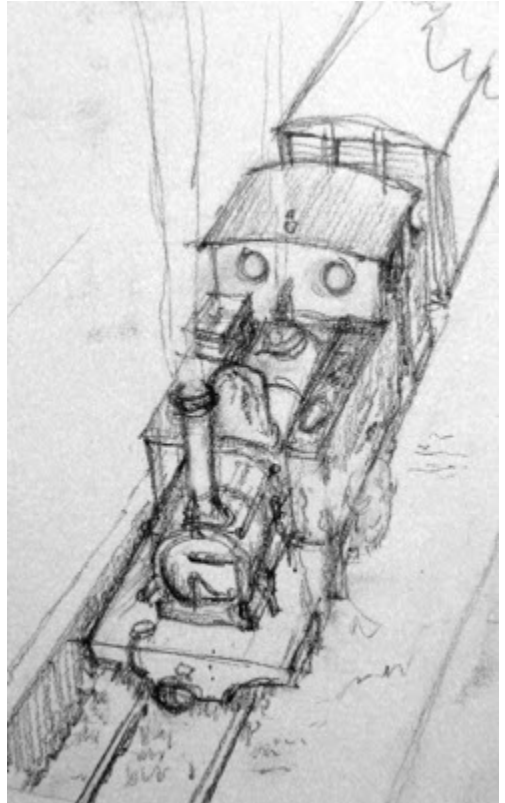
Blyth, for once not the centre of attention, is uncoupled, and the crew join the crowd of well-wishers – who crowd the narrow platform and exchange greetings with their friends on the train. The crew are shown the Halesworth to Wenhaston train staff, and a ticket is issued via the electronic staff system (once control at Wenhaston is happy) – today, we are also carrying the original staff by kind permission of the Southwold Museum, and many photos are taken of the crew and stationmaster re-enacting the Ceremony of the Keys, surrounded by brightly-shining brass and wisps of steam. With a barely-heard rumble the generator in the replica covered van is started to provide light, heat or air-conditioning in the carriages – bicycles just loaded into the 4-wheeled wagon are checked and found secure – the starter signal drops – a short “pop” on the whistle (and an answer from **Blyth**) and the train pulls slowly away, alongside a southbound East Suffolk line unit (which we suspect has been held back a bit for a little parallel running!).

Passing the second coach set, with which **Blyth** will follow us eastwards, we soon start to curve away from the main line onto the common, where more

photographers, and many Halesworth families, surround Bird's Folly bridge: **Southwold** can be seen working easily on the down-grade as we round the curve into meadowland and the upper Blyth valley. The view to the south, between mature lineside trees now in full leaf, widens into an expanse of lush pastures, willows and alders: our neighbours in the paddocks to the north-east wave happily to the well-filled train. Dappled sunshine brightens the faces of the enthusiasts who crowd the coach balconies, while conversation ripples through the saloons as the views open out over the shallow Blyth valley. Hedgerows, reeds, specimen trees, and placid cropping cattle make up a quintessentially East Anglian scene.

At the Mells overbridge, the driver whistles a salute to the well-wishers who crowd the grey stone parapets, and the short platform hidden in the bridge's shadow: members on our train recall with nostalgia the five years when **Holton and Mells Halt** was our terminus. Many of these onlookers will soon be passengers, who will be picked up by **Blyth's** relief train, following us as soon as we reach block end at Wenhaston. Now our train threads increasingly lush water-meadows, winding between willows whose grey-green leaves contrast with the intense blue of the sky. Those passengers fortunate to find themselves in our First Class Buffet Car are animated over coffee or one of our Adnams S.R. special ales. On the adjacent

footpath, families crowd round the Blyth river bridge (a more robust copy of the original, in a more westerly location) – this is a favourite vantage point for photographs and video segments, as the train carefully dodges between mature trees and rumbles over the shallow, slow-running water.



After our small diversion, we return to the original trackbed – now on the south side of the wide valley. Passing through larger fields, each shaded with trees, we plunge into the welcome shade of the copse, rumble across the Wenhaston to Blyford road, pass alongside the brightly-

coloured wild flower meadow, and ease into **Wenhaston Station**. This is still our principal base: the workshops, shop and café to the south-east are discreetly hidden away among the trees, while the replica station building – on a site framed and dominated by a brave stand of Lombardy poplars across the river - is joined to the lamp standards by bunting for this special day. As we come to a halt, with **Southwold's** exhaust hissing quietly, the crew can relax for a few minutes with a welcome cuppa, and an opportunity to build up the fire and top up the water, while most passengers have a quick tour of the museum and workshops, where they can see our replica Manning Wardle **Wenhaston** under construction, ready for the longer and heavier trains of the next decades.

Many visitors – who have seen the workshops and museum before – position

themselves to record **Blyth** and the second coach set (which was released to start from Halesworth as soon as our train reached Wenhaston) as it pulls into the loop alongside us: the two consists, side by side, show an interesting contrast in portraying two different periods in the S.R.'s history. However, much though our passengers would like to linger over a cappuccino alongside the wildlife pools, and watch the breeze turning the white poplar leaves to silver, we must re-embark, and a revitalised **Southwold** with a fed and watered crew draws our train over the oldest section of the revived railway. Here, a chorus of “that’s my sleeper” lets us all know that each tie and each rail holds a small plaque naming the member, family or well-wisher who sponsored it.

To be continued ...

James Hewett



Portugal

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Model Railway Exhibition at St Felix School

The photos below are of Stewart Green's model of Bird's Folly exhibited for the first time at St Felix. All the photos are by Stewart Green.



No.4 WENHASTON on shed at Bird's Folly.
The loco was completed less than 24 hours before!



Heading for Halesworth over Bridge No.2.



WENHASTON passes the Halesworth engine shed with a mixed train bound for Southwold.



Crossing Bridge No.2 near Halesworth.





A Southwold train on rails at Wenhaston...

Some time ago we were contacted by Paul Sparrow, who had recently inherited his aunt's cottage at Wenhaston and started renovations to use it as a holiday retreat.

"In my cottage in Wenhaston", Paul reported "the beams were given additional cross support, many years ago, by lengths of railway track, believed to have come from the old Southwold railway. I have decided to make a feature of these supports and thought it would be appropriate to have a static model of No 4 Wenhaston and a carriage, sitting on top of the rail between two of the beams".

By re-thinking some of the now-redundant models that were made for the static model of Southwold Pier Station a few years back, I was able to create such

a model and recently delivered it to Paul and his daughter, Genevieve, when they were up for a break. The cottage is truly charming, with exposed beams (some complete with bark!) adding to the charm after years of being hidden away behind boarding. The main room has what is probably a full-length stretch of rail providing extra support to the narrow cross-beams. The galley kitchen has its ceiling beams supported by a shorter length of track and it is here that the model is now proudly displayed - quite a talking point!

Even allowing for the 4-wheel bogies and the 2-4-2 wheel arrangement this little train really fits the bill - as the attached, ceiling-level photo from Genevieve shows. Perhaps it won't be too long before a full-size SR train runs once again on Wenhaston rails?

Stewart Green

Day out to the Mid-Suffolk Light Railway

The Mid-Suffolk Light Railway at Brockford is, though standard gauge, a very similar set-up to the Wenhaston Project, and many of us are also Members there.



On Sunday September 25th, they will be holding their last steam day of the year, with short train rides in 19th century GER coaches hauled by 1926 0-4-0ST Hawthorn Leslie “Falmouth Docks and Engineering Company No. 3”, a railway museum, a trackside walk, a real ale bar, and – if we can arrange it – a tour of the workshops.

We have arranged a visit in Buckland’s Dennis vintage bus “Ermintrude”, built in



1929, so it’s a good example of the kind of buses which contributed to the closure of the Southwold Railway – but I hope you won’t blame it for that! The bus has a beautiful varnished wood interior, with upholstery and heating.

The cost per person will be £20.00, to include the return bus trip, and unlimited rides at the Mid-Suffolk. Food and drink are available onsite, and are not included. “Ermintrude” only seats 28 passengers, so please let me know, on 07929 289501, at the SRT Shop, or on jashewett@yahoo.co.uk, if you’d like to come. Though the day out is mainly designed for SRT Members, partners are also welcome.

James Hewett

Autumn Track Walk 10th September 2011

This time we will meet at the Blyford Queen’s Head - the pretty thatched pub on the turning into Wenhaston at 10-10:30. We will have a coffee and order

our lunches before travelling to Blythburgh by car and then walking back to Blyford for lunch. I hope to secure permission to cross the proposed Wenhaston Project Site!

Tim Heaps