

# SOUTHWOLD RAILWAY TRUST

## NEWSLETTER 68



**May 2011**

# The Southwold Railway Trust Newsletter

## Issue 68 — May 2011

<b>Contents</b>	<b>Page</b>
Ramblings .....	3 - 4
Railway Incidents in the Year 1920 (part I).....	5 - 7
Letters to the Editor.....	8 - 9
Membership Notes.....	10
Rails to Southwold.....	11
Southwold Railway Harbour Branch.....	12
Shop News.....	13
Notes from the Engine Shed.....	14 - 15
Rail Ale.....	15
Extracts from “The Felician” about Southwold Railway.....	16 - 19
Southwold Railway Show and Model Railway Exhibition.....	20 - 22
Alan Taylor’s Album.....	23 - 26
Welsh Highland Memories.....	27 - 30
Appeal for Information.....	30
Report on the Southwold Railway Annual Lunch.....	31
Newsletter Notes.....	32
Advertising Rates.....	33
May Track Walk Report.....	34
And Finally .... Blyth’s Last Polish.....	35
AGM 2011.....	36

### **Front cover:**

Photos of layouts at the Southwold Model Railway Exhibition by Graham Watling

### The Directors

President: David Negus (01502 723606)

Chairman: John Bennett (01502 724340)

Treasurer and Membership Secretary:

David Smith (01502 478535)

Brian Bailey

Oliver Densham

Stewart Green

Tim Heaps

David Lee

Reverend Simon Pitcher

**Shop:** 27 High Street, Southwold. IP18 6AD 01502 725422  
www.southwoldrailway.co.uk - mail@southwoldrailway.co.uk

## *Ramblings*

The cow parsley was rampant as we threaded our way through the Blyth water meadows on the May track walk. It was idyllic and the best of these jaunts that I can remember. What a

marvellous journey the Southwold Railway provided! We are on the verge (end of June hopefully) of making our planning application for the Wenhaston Half-Mile. The drawings are nearly there and we should get the Biodiversity Report and Flood Risk Assessment soon.

Following our public exhibition at Wenhaston

Village Hall at the end of October 2010 we have incorporated the suggestions made concerning the look and location of the building and we are much happier with the new scheme. Our model-maker, Nigel Purdy, worked night and day to update the 1:250 scale model of the site so that we would have it ready for the Southwold Railway Show on April 30th/May 1st. This proved to be a great success thanks mainly to the enormous efforts of board member Stewart Green, whose Southwold model is a delight. It was a very good show which was not only very good PR but raised over £1,200 for the Trust and the Shop. This does not, of course, replace the main Model Railway Show here at St Felix School this year on 6th and 7th August. Rob Bishop, who runs this, was kind enough to help us with our little show and we are very grateful to him.

Looking at Stewart's model it occurred to me that allotments in proximity to railways are really very resonant for some reason and that we should therefore incorporate some allotments at Wenhaston. It was recently proclaimed in the news that there is a national shortage and I understand that Wenhaston has a need of more. So we will include some in the scheme, full details of which will be published in the August newsletter and on display at the AGM. Another idea is that we might include some horse-shunting. We know, from a photograph, that this happened at Halesworth and it could be an attraction in its own right. However, the keeping of



horses is not something to be undertaken lightly and we will have to look very carefully at what is involved.

We have started the process for purchasing the Wenhaston land. This is 31 acres of agricultural land for which we have agreed to pay £120,000. We are putting together a proposal to issue 120 £1,000 shares so please let us know if you are interested. There is some income from the land so we should be able to pay some nominal interest.

There was a certain amount of excitement in March when it looked like we might acquire some 3 foot gauge Beyer-Peacock locos and other rolling stock from the IOM Railway and Tramway Preservation Society as a result of their negotiations with the IOM transportation authorities. But in the end agreement was reached for the locos to be transferred to the latter. But never mind, I am confident some other 3ft gauge stock will emerge from the woodwork.

Membership is burgeoning happily and we are pleased to welcome the new members listed on page 10. The more members we have the more effective we can be and some very useful people have joined us recently! We will send you our new "Blyth" poster in a tube free if you introduce a new member. Just let us know who it is and we will send it to you when they join. We enclose a copy of our new Trust leaflet to help you! If you just want to buy a poster they are £12 inc P&P. We have new tee shirts as well for the same price.

Oliver Densham is working hard on the Blyth drawings as we need to have all of them approved before we can make much more in the way of components. But we plan to fabricate the cab with a dummy backhead for publicity purposes. We think that, unlike the later 2-4-2, the spectacles were fixed lights rather than pivoted. Can anyone confirm?

A big thank-you to all those who have donated books and magazines to the Shop. They really are popular and it greatly helps keep the show on the road in these difficult times. We have always valued the Shop for its PR value, rather than for income, and we do get some wonderful and interesting people in there. But it needs to cover its costs and the secret of that is keeping it manned throughout the week. If you are able to spend some time there, even on an irregular basis please let us know. There are videos to watch and a working model to play with!

See you at the AGM.

## *SOUTHWOLD RAILWAY INCIDENTS*

*in the Year 1920 (part 1)*

*by Ian Bunting*

On Wednesday, 14<sup>th</sup> January the Halesworth Times carried an account of the recent Halesworth Urban Council meeting, *'The Surveyor (Mr. White) in a written memorandum to the Council said "I beg to report the introduction of a heavy motor vehicle service by the Great Eastern Railway Company over the roads in the district, which...were not constructed to carry such traffic and if continued will necessitate a heavy expenditure for repairs or...reconstruction...having regard that a line of railway is only charged upon one fourth of the rate in an Urban Area, and that the full rate is paid by them in rural... Some pecuniary assistance from them [the G.E.R.] towards the maintenance of roads is worthy of consideration..."* The Surveyor drew further attention to the difficulty of obtaining a supply of road material, and of the increased charges for freights [sic] by the Railway Companies.'

The following week the newspaper carried an account of proceedings in Halesworth magistrates court, *'Leonard Belcher of Southwold, motor mail driver, was charged with stealing four packets of chocolate at Halesworth, on January 5<sup>th</sup>, value 5s. 8d., the property of William Trory of Norwich.'* Trory, a local confectioner, and P.C. Hurlow watched the garage at the Kings Head Hotel, Halesworth, where Trory's van was kept. At 3.30 a.m. they saw Belcher take the chocolate. They followed him to Halesworth railway station where he was arrested. Belcher pleaded guilty and was fined 20s.

On the 28<sup>th</sup> January the reminiscences of a local resident were printed in the newspaper, under the title *'EAST ANGLIAN MISCELLANY – There is a green adjoining the Churchyard at Southwold lately known by the good Suffolk name of "Tibbies Green" (now improved to "St. Edmunds Green"), which in the days of Good Queen Bess, or thereabouts, was known as Butts Green, and thereon doubtless stood the Butts, at which the local archers were enjoined to practice, after church, on Sundays, if memory serves me right.'*

The meetings of both Southwold and Halesworth councils were reported in the newspaper on the 11<sup>th</sup> February. At Southwold, *'Permission was given to Mr. Bee to prepare a cricket pitch on the Common and fence it in for the Summer months, on condition that he granted the Town Club the use of it as well as his school... It was agreed that 19 additional street lamps be lighted at once. It was* ➔

*decided to ask the United Automobile Services to contribute 3d. per mile, in accordance with the resolution passed at the recent conference at Ipswich in regard to motor traffic.' At Halesworth, 'A report from the Surveyor was read, informing the Council that in spite of the deterioration in the condition of the surface of the roads, he was unable to obtain materials owing to the shortage of Railway wagons available for this class of traffic... The Surveyor further reported that the river gates at the further locks require new linings and bottom stops...and the restoring of the river gates to their former level... Attention was also called to the Great Eastern Railway Company's motor traffic over the New Cut. The road not having been constructed to carry such traffic has at the end of a day's carting been left in a dangerous condition, as many as four or six loaded vehicles having been known to arrive at practically the same time...it was resolved that the Surveyor be instructed to repair the broken drains and breaches in the roads caused by this excessive traffic and send in a claim for the cost of the same to the Great Eastern Railway.'*

The newspaper of the 21<sup>st</sup> April reported on Halesworth Council's annual meeting. *'The clerk reported that a damaged [German?] Howitzer had arrived at the railway station as a War trophy, and asked for instructions as to its disposal...after some discussion it was decided...that it be placed in the arboretum.'*

The following week the newspaper carried an account of a different kind of theft, heard at Halesworth magistrates court, *'Arthur Cooper, of Lowestoft, flower seller, was charged on the information of Inspector E. A. Rainbird, G.E.R. Police, with travelling on the railway at Halesworth without having paid his fare... William John Curle, ticket inspector, stated that he saw accused enter the train at Saxmundham, and on arrival at Halesworth witness asked him for his ticket. Accused produced a ticket from Saxmundham...from which the date had been erased... Defendant was fined £1 and expenses 16s., in default 14 days' imprisonment.'*

The Halesworth Times of the 19<sup>th</sup> May carried two items on the Southwold Railway. Firstly, *'On-Whit-Monday, special additional trains will be run, one leaving Halesworth at 11 a.m. and Southwold 11.47 a.m. and in the evening a late train will leave Southwold at 7.48 p.m. and return from Halesworth at 8.35 p.m. all calling at intermediate stations if required.'* At this time the Southwold Railway normally ran four return trips daily, but none on Sundays.

Secondly, *'The annual meeting of the shareholders of The Southwold Railway Company was held at the Company's offices, Victoria Street, London, on Thursday,*

Mr. A. C. Pain (Chairman of Directors) presided, the other Directors present being Messrs. W. C. Chambers and H. W. Chambers, with Mr. H. Ward (Secretary). The Chairman moved the adoption of the report, and the statement of accounts, which showed that the receipts of the Railway for the year amounted to £11,243; miscellaneous receipts (net), from rents, interest etc., £368. The expenditure was £9,481, leaving a total net income of £2,130. The balance from the last year's account was £8,596 and after deducting adjustments, interest, fixed charges, etc., left a balance of £9,057, from which the Directors recommended payment of the full dividend of 5 per cent. on the Preference shares, and a dividend of one per cent. on the Ordinary shares, carrying forward £8,208 to next year. The Chairman said that the line still remained under the control of the Government, and therefore, practically, so far as they were concerned, it was simply year after year taking the accounts for 1913, and after deducting working expenses out of receipts, being allowed to deal with the balance. The railway work done was not shown at all, because the Government did not require the accounts to give the statements which were usual in normal times. As to the future, there was nothing definitely settled so far as he was aware. The railways were very much in the same position as the roads. In their county, the local authorities did not know what was going to be done – what were going to be main roads or district roads. The big railways did not know whether they were going to be amalgamated with the smaller ones, so they did not know quite where they were. At the same time it was satisfactory to feel that the Government had, he thought fairly, allowed them as far as possible to maintain the railway lines and rolling stock as circumstance would enable them, and there was no doubt that every traveller would see improvements taking place, particularly in the old stock, which was being brought from abroad and was now being reconstructed, painted, and so on. With regard to Southwold, on which the success of their line depended to a large extent, he could not help feeling that the East Coast had a much more severe blow than the other seaside resorts during the war. No doubt time would cure that trouble, but one had only to visit the East Coast to see that what were once flourishing hotels were closed. They hoped that as time went on, and money became a little easier, this effect of the war would disappear. Mr. W. C. Chambers seconded the motion, which was carried. On the proposition of Mr. W. C. Chambers, seconded by Mr. H. W. Chambers, Mr. Pain was re-elected a director. Mr. Pain, in acknowledgement, remarked that he had been associated with the railway for forty years, and he hoped to continue that association as long as he was able to carry on. Mr. J. J. Mayhew was re-elected an auditor.'

## *Letters to the Editor*

*SRT Newsletter is very pleased to print letters on railway or Trust matters sent to newsletter@southwoldrailway.co.uk . We will try to print all letters sent in subject to space limitations and suitability of the content (nothing rude, inflammatory or derogatory please!).*

Dear Editor,

I've just browsed through my first electronic version of the SRT Newsletter, and very good it looks and reads! I'm glad that this will save on the ever-rising cost of postage and the effort of addressing and 'stuffing' envelopes, in my case at least. It is also good to have the Newsletter archive available on the website. As one who is in the process of retiring from an engineering career, I am currently trying to shed paper as much as I can, and having such publications available electronically is most helpful.

The 'discovery' of papers relating to the closure and 'post-mortem' activities of the Railway is valuable. In my youth c.1960 I corresponded briefly with the late Ronald Shephard, who had proposed a scheme for reviving the line (I no longer have what was only a minor exchange of letters). It is interesting to see the Wenhaston scheme taking shape, although - as I have written previously - one has to accept that a recreated line can never recreate the 'feel' of the original, because we live in a different world. The fact e.g. that one has to plan for potential rail travellers arriving by car, and needing parking space...

I'm glad that Alan Taylor has found a neighbour who is willing to help sort and catalogue what is clearly an extremely valuable photographic collection. I live too far away to offer to assist him (or indeed the Trust, in a practical way), but I do hope one day that a really 'solid' book recounting the Railway's life and drawing strongly on his illustration might come to pass.

I'm pleased too to see that the Trust is offering Life membership, which I will consider seriously when my sub comes up for renewal in a couple of months or so. This again will save paperwork! I assume that it will be possible to Gift Aid a life sub, as I currently do my annual sub?

*Kind regards  
Michael Bussell*

Ed: Yes Gift Aid on Life Subscriptions is really useful - please do this if you can!

## *This email was received just after the Railway Show*

I just wanted to say how much I enjoyed the model railway show in Southwold two weekends ago.

There was lots of information, some delightful model railways, lots of enthusiastic volunteers and participants. The information about the new proposals were easy to see and understand and the refreshments were welcome.

Naturally as residents of Wenhaston your volunteers were eager to talk to us and show us the new model of the plan for Wenhaston. I was so pleased to see that the issues which were raised at the public meeting in Wenhaston had been adopted and changes made to the plan. I had one issue in particular which was about the design of the building and I was very happy with the new proposal. The blend of nature reserve and railway engineering looks very well together.

One of your volunteers encouraged me to join the Trust, and I may do. You can rely on my support for the proposals in any case. Events like the one held that weekend communicate in a way that achieves my and other residents' support and provides local residents and visitors with a model of good communication. All of which is reassuring and encouraging.

Yours sincerely,  
Ann Follows, Wenhaston

---



Unit 20, Southwold Business Centre,  
St Edmunds Road, Southwold, IP18 6JU  
Tel: 01502 723636 Fax: 01502 722223  
Email: [enquiries@duncanandson.co.uk](mailto:enquiries@duncanandson.co.uk)



*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.*

## *Membership Notes*

Your membership of the Trust expires on the 30th June unless you joined after the 31st December 2010 in which case it continues through to the end of June 2012.

Whatever your status the appropriate form is enclosed and I would ask that you complete it in full and return it to us as requested – this enables us to maintain an accurate and up to date record of all our members and is vital in connection with Gift Aid which is an important source of revenue to the Trust. If you pay by standing order will you please ensure that your bank instructions are for the correct current subscription which is £15. Please also note that if you normally pay annually by cheque you may now pay by credit or debit card and details can be found on the enclosed form.

Life membership is now available to any member for a one off subscription of £250, send the payment by cheque or debit/credit card and amend the enclosed renewal form accordingly. If you normally pay by standing order please remember to cancel the instruction with your bank.

We would like to welcome the following new members who have joined since the end of February 2011:

Harvey Salmon of Halesworth, Peter Moore of Southwold, Len Dee of Austria, Colby Clarke of Diss, Michael Vickers of Lowestoft, I. D. Collins of Melksham, Stephen Seargeant of Barnet, Stuart Lamb and James Levey both of Beccles, R. M. Combes of Spalding, John Saich of Diss, Peter Southgate of London, Dennis Adams of Wenhaston, R. H. A. Pannell of Sudbury, Anthony Raven of Norwich, G. C. Wilson of Cambridge, Richard Coar of Southwold.

We hope that you will want to continue your membership with us at this exciting time and look forward to hearing from you: your new membership card will be sent to you with the August newsletter.

*David Smith – Membership Secretary – [members@southwoldrailway.co.uk](mailto:members@southwoldrailway.co.uk)*

### *Wenhaston Steam Heritage Centre - Exhibition*

We will be holding an exhibition of our plans for Wenhaston at Wenhaston Village Hall on Sunday 3rd June 2011 from 10am to 4pm.

If you are in the area do come along.

## *RAILS to SOUTHWOLD*

Following on from David Negus's article in NL67 on the weight of the rails used on the SR, there is no doubt that the rail to be used was decided by Richard Ransome, Chairman, of Ransome and Rapier of Ipswich, who from early January 1876 constructed a complete railway, apart from the carriages from Bristol Carriage and Wagon Works, of 2ft 6in gauge railway in China.

The idea had been thought up by others in an attempt to drag China into the 19th century by an unofficial railway project, in fact a road, from Shanghai to Woosung (S&WR) which turned into a railway of 9.5 miles, being laid with 26lb rails per yard initially, followed by two 0.6.0T engines 'Celestial Empires' and 'Flowery Land' weighing 9 tons each followed later by a heavier engine 'Viceroy' of 11 tons for which it was realised that heavier rails were needed and shipped out with Viceroy in July 1877, presumed to have been 30lb. rails.

However, the railway opened on June 1876, but due to the annoyance of the Chinese rulers it was closed on October 20, 1877, dismantled completely by December and early January 1878 the engines, rolling stock, track, etc. were shipped to the port of Takow in Southern Formosa (*now Kaohsiung in Taiwan - Ed*) where it all rusted away except the rails which must have been ultimately shipped back to the UK.

Page 424 of Ransome & Rapier's Order Book dated June 21 1879 states:- "The following iron rails have come home and must be cut..."

ie. China. From the information R&R were subcontractors who fabricated 19 sets of points, crossings and 2 elbow crossings for Halesworth, Wenhaston and Southwold being ready for despatch by 19 August 1879 and installed 19 September for inspection by Board of Trade Inspector Major General C S Hutchinson RE and opened as we all know on 24 September 1879.

After WWI an extensive relaying of curves, Southwold Bank and outside Southwold Outer Down Home signal for which 50 tons of new steel rails were purchased at an outlay of £1,100.

SR was probably the only 3ft gauge line to lay such light rails and use light weight engines compared with both Isle of Man railways and Ireland as a whole where equipment was heavier at some period.

## *Southwold Railway Harbour Branch*

Referring to Alan Taylor's photographs in NL.66/10, of the level crossing at Blackshore showing a gate is probably not of railway origin and an extract from a map at the top of NL67/15 showing layout at the Quay and by the jetty a level crossing at a very acute angle to the line; there were no signs at either location and certainly no gates at either.

The jetty was known as the Freshwater Jetty and the fish market as the Kipper Drome, while the shed opposite, at right in distance, lower photo in 67/15&16, was the former Benacre Life Boat House which was purchased, demolished, transported and reassembled in 1924 for £110.

As a youngster I walked with my parents to the harbour and I well remember that shed, the track and shed with weighbridge, even the dual gauge rails on the platform which were a mystery and surprising as by 1914 any idea of regauging of the line had been abandoned.

It is possible the rails are still in place under the surface as in 1992, when repairs were effected, the points at the east end were dug out.

*David M. Lee*

# 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**

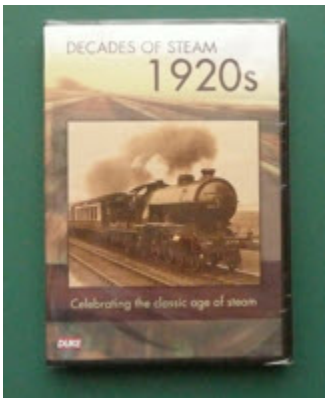
ELECTRIC PICTURE PALACE, BLACKMILL ROAD, SOUTHWOLD, SUFFOLK IP18 6AQ

## Shop News

As mentioned elsewhere in this newsletter the Railway Show stall at our Show & Model Railway Exhibition at St Edmund's Hall enabled us to take well over £600 – a record for a show weekend stall. Our very own seaside rock – lettered BLYTH . SOUTHWOLD right through - will be on sale throughout the summer at only 60p a stick and is proving very popular with grandparents on coach party trips! However, we shall only be offering this to personal customers in case of any damage that might occur in the post. Likewise our new SR pencils (50p each in a choice of 4 neon colours) would cost more to post than to buy!



Two new styles of key ring are available at only £1.50, plus a new DVD 'Decades of Steam 1920s' (£10.95) - all available online. The latter features the Stretton Ward footage taken for cinema newsreels in the last week of operation, with an interesting and informative commentary. It's great to see in its entirety that travelling shot along the line from Southwold to Halesworth taken from the carriage balcony.



Last and by no means least - our limited edition of 100% cotton T-shirts (see top of page) come in Medium and Large sizes and are priced at £10 + p&p.

Len's plants and Stewart's jam have reappeared to boost the Loco Fund with more to follow in due course. With 30 jars of Rhubarb & Ginger (with fruit grown on Tim's allotment at Wenhaston) flying off the shelves don't forget that clean jars may be left at the shop at any time to ensure a fine crop of Fruits of the Hedgerow jam later this year.

There are a few new faces helping out at the shop lately, but summer holidays can often affect the number of staff available so please get in touch if you can offer an hour or two to help out.

## *Notes from the Engine Shed*

The project to build a working replica of 'Blyth' represents a worthy challenge in design terms. We are lucky to have the general arrangement drawings of both the 2-4-0T and 2-4-2T, both of which are remarkable pieces of draughtsmanship. Studying them with a view to producing a set of working drawings, as opposed to simply regarding them as artefacts, really underlines a surprising amount of information about the locomotives' construction.

However, every silver lining has its attendant cloud, and although it was possible for Sharp, Stewart & Co. to produce locomotives from such drawings, it is harder for us-as well as a surprising wealth of information, such as sheet steel thicknesses, grate and heating surface areas, valve gear dimensions and abstruse facts about which crank is to lead on the driven axle (the left one, should you hanker for an answer), there is also a frustrating dearth of information about many things which are crucial to the production of a workable portfolio of details. Boiler tube layout is one such - we might know how many tubes there were (58, for the chronically inquisitive) and their diameter (1 5/8", if you're still taking notes), but information on their layout is noticeably scarce. Three evenings, a large photocopy of a photo covered in compass-holes and some migraine-inducing sums represent the elementary solution to this problem.

The reason, I suspect, for this is simply the fact that Sharp, Stewart & Co were well used to building locomotives, it being something of a fixation of theirs. An indicator of this is a vague dotted shape indicated beneath the footplate, proclaimed in neat copperplate to be a 'No. 5 Injector, Class C'. A fitter at the Atlas works would have known exactly what a No. 5 Class C Injector was, what it looked like, and how to fit it, and undoubtedly there were a few on the stock shelves. I, on the other hand, do not, being unable to identify a Class C Injector even if it were to bite me on the fundament, an unlikely contingency. It took a serendipitous discovery on the internet to establish that Sharp, Stewart & Co. were the sole manufacturing agents for the Giffard's Patent Injector, and to yield up a diagram of the item (distinguished by a mechanically variable delivery cone to compensate for changes in feedwater

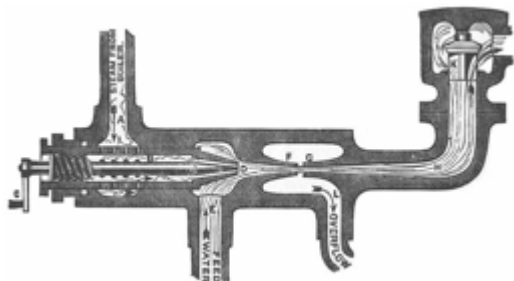


FIG. 6.— Section of Giffard's Injector.

temperature, a useful fact if you ever want to clear a room at a party). There would have been no need to indicate general details in a works where many similar locomotives would be under construction at any one time. Only the details specific to each individual type of locomotive were needed on the general arrangement drawings, which leaves us to deduce the practices and assemblies that were standard to Sharp, Stewart & Co., although not necessarily to anyone else. Because of this, producing up-to-date working drawings requires a mix of deduction, research and informed guesswork to come up with a satisfactory result, bolstered by reading and re-reading contemporary manuals on steam until ones' eyes bubble. Kempe's 'Engineers Yearbook' and Jas. T. Hodgson's 'Locomotive Maintenance' are useful allies, although it has to be admitted that, with flimsy plot and a frankly unadventurous narrative they make poor bedtime reading. Mind you, I've always found Enid Blyton to be remarkably unsound on the subject of steam locomotive engineering.

*Oliver Densham*

---



### *Rail Ale*

We had a phone call at the Shop recently from Eric Parkinson of Gillingham, near Beccles. He has in his possession 32 bottles of Adnams Rail Ale - produced in 1979 to celebrate the centenary of the line. We are hoping to be able to offer these as collectable curios, as we do not consider them suitable for consumption after over 30 years! The last time we were able to acquire any we were able to offer them at £10 each. For obvious reasons we are only able to deal with personal callers, but would be happy to set aside one or more for anyone planning to visit Southwold - perhaps to attend the AGM in August or the Southwold Model Railway Exhibition at St Felix School. Just ring the shop on 01502 725422 or get in touch online if you would like to reserve your bottle(s)!

## *Extracts from “The Felician” - the magazine of St Felix School*

St Felix School was founded in 1897 by Margaret Isabella Gardiner, whose youthful ambition was ‘to make a school where girls are treated like sensible creatures’. Initially based in Aldeburgh the School moved to its present site in Reydon in 1902.

We are very grateful to Martin Coombs who found these extracts in the School archives.

### **September 1916** - from Editorial:

We are at last back at Southwold this term, and very glad indeed to be there after our long exile in strange lands. The first glimpse of the School as we came round the bend of the line in the little train from Halesworth was greeted by cheers even more hearty than were ever given for the last sight of it at the beginning of the holidays. Everyone was wildly excited at getting back to the old place, and there was a rush to go the round of the School and Grounds at the earliest possible moment to see what alterations had been made since we were last here.



### **June 1920** - from School Notes:

We are very grateful to the men of the Southwold Railway, who worked until midnight during the railway strike, just after we came back this term, in order that the school luggage might not be left at Halesworth. Twenty-one Shillings was collected from the School to be divided among them.

### **January 1926** - from Miss Silcox’s Lecture on St Felix’s War Experiences:

Miss Silcox was spending her holidays in a little moorland village at the time of the actual outbreak of war, and she had to return hastily to Southwold to make arrangements for the School. Fortunately the buildings were not required for a

hospital and the School re-assembled in September only slightly reduced in numbers. The Term passed quite uneventfully, excepting for the bombardment of Yarmouth, until the last day when, boxes packed and dinner in full swing, Miss Silcox was told by her parlour-maid that the Germans had bombarded Scarborough and were coming south. It was then 1.30; by 2.30 the whole School was being conveyed home, the last few in a coal truck.

**January 1927** - Conversation between an engine on the Southwold Railway and one of the Great Eastern. By a girl from Form III Remove.

Some people say engines can't talk. I think they can. When the great engine that comes down from London steams into the junction at Halesworth, I am sure it has a great deal to say to the fussy little Southwold engine.

"Hullo, little chap," I can imagine it saying, "How are you getting on down here?"

'How are you getting on yourself " grumbled little engine, " things are very dull here. They give me the most horrible coal to eat ; I can hardly crawl along on it at all. Comes from Belgium I've heard."

'Oh, I get quite good stuff," replied the big engine," but during the strike it was pretty hard."

"So it was here," struck in the little engine, I didn't run for a week. "Not that that mattered much. These new-fangled cars are getting the better of us engines."

"So they are; so they are!" agreed the big engine, " but as I was saying, things were very bad in the strike, my driver was taken away from me, and I had a man who knew no more about engines than a child. While going through Ipswich it was dreadful. They actually tried to stop me going through! Whoever heard of a well-behaved engine like myself being stopped before ! Ridiculous ! Absurd!"

" Quite so," said the little engine, " and to keep me shut up for a week like that. Really, these human beings are too silly."

"Ah" said the Great Eastern engine, " there's the guard waving his green flag, I'm off. Good-bye! See you to-morrow morning, I expect; I come back this way."



" Well, good-bye," said the Southwold engine, but his words were drowned by a shrill whistle from the big one as he steamed out of the little station.

**May 1929** - from Editorial:

The failure of Southwold Railway to compete with the rivalry of motor-buses meant that the last train from Halesworth ran on April 11th, so that we shall no longer be able to watch the little trains pulling across Walkerswick Bridge, contributors to the FELICIAN will be deprived of one of their favourite subjects, and we cannot imagine what will become of the picture postcard trade of Southwold.

**January 1934** - from Outline of the History of St Felix School:

The School had, of course, dispersed for the holidays before the actual Proclamation of War on Aug. 4th, 1914, but some of the Staff remained at Southwold full of doubts about what would happen next. There were practical things to be done. The assembly of the local members of the Naval Reserve in the Market Place and their despatch by special train, the guarding of the trans-North Sea cable and the telegraph wires by the Boy Scouts, the news of the landing of wounded men not far away, and the need of improvised hospital accommodation, small things in themselves, brought home to us that we were at war. Henham Hall was chosen as an emergency hospital and St. Felix School lent 50 beds and mattresses to furnish wards. In the dining room of one of the Houses all the sewing machines commandeered from other Houses were soon hard at work stitching hospital shirts, while in a Preparation Room bandages were made and rolled.

Contrary to our first expectations the School re-assembled as usual in September and except for the general anxiety we spent the first war term with very little difference in our routine. The presence of a few soldiers, some barbed wire on the marshes and some trenches here and there were reminders of the war, but it was not until packing day that anything disturbed us. We were still at dinner in Fawcett when a breathless messenger arrived to summon me to Clough. " Please don't wait to put on your goloshes " made it quite clear that something serious had occurred. Breathless I reached Clough to join the other House Mistresses and hear from Miss Silcox that Scarborough had been bombarded and that the Admiralty feared naval developments down the East

Coast. In a moment we decided to send the School home by the 2.20 train. I ran back to Fawcett and gave the fire alarm to assemble the House and told them to put on their hats and coats and go and catch the next train. Fears as to my sanity expressed themselves in the faces of the girls, but I did not wait to say any more. Upstairs was a bag of money kept for a sudden possible departure together with a notebook and pencil. I seized my little bag and went off to the station to warn the Station Master of our flight. He also seemed to doubt my mental state and assured me that it was an impossibility to provide extra carriages as "the military" insisted that spare rolling stock should be kept at Halesworth. "Put on some coal trucks," I gasped. By this time Miss Silcox and the other House Mistresses had arrived and while the School straggled into the station with coats and hats awry and clutching bags from which exuded brushes and sponge bags, etc., we made further plans. Miss Stevenson was to go to Liverpool St., and I was to go to Halesworth to see that every girl who could not reach home that night was given hospitality by a friend. I went through each carriage and truck distributing money and making notes of each girl's destination so that, later, telegrams and telephone messages could be sent, and by the time a very grimy School arrived at Halesworth all was arranged. Miss Silcox had meanwhile driven over to Halesworth to say good-bye to everyone and as we drove back to a deserted School we wondered what might happen next. Nothing did happen and we soon learnt the expected naval battle did not take place.



## *SOUTHWOLD RAILWAY SHOW & MODEL RAILWAY EXHIBITION*

As at the Royal Wedding the previous day, our very first Southwold Railway Show & Model Railway Exhibition benefited from glorious spring weather and got off to a terrific start as the doors of St Edmund's Hall opened at 10.00 am on 30th April to admit the first visitors. Despite a noted lack of the free advertising and press coverage that had been promised by Waveney District Council we still managed to welcome nearly 450 visitors of all ages over the weekend, generating a great deal of positive interest in our Wenhaston Station Heritage Centre project in particular. Nigel Purdy's newly updated scale model of the Centre showed just how well John Bennett's design has managed to create a modern building that 'ticks all the boxes' regarding energy efficiency, whilst unobtrusively providing engine shed, workshop, shop, office and café facilities. The Railway Shop stall had a new look with a traditional station valance over display shelves showing off our extended range of books, DVDs, gifts, toys and T-shirts to best advantage whilst allowing our large-scale model of the original 2-4-0 locomotive No.1 SOUTHWOLD (coupled to its Cleminson carriage) to trundle back and forth automatically along the top shelf. We took well over £600 – more than double what we would normally expect to take at a 2-day show. Additionally we have been able to expand our range with many new lines, including pencils, key rings, T-shirts and toys – not forgetting our very own BLYTH seaside rock! Next to the stall was a 'Drive-Your-Own-Train' where young and old could operate a OO train in return for a donation towards the loco fund. We raised nearly £50; many thanks to member Eric Green for donating the Hornby Dublo equipment.

Alan Taylor had provided a fascinating display from his matchless collection of SR photos and historical documents that really brought the railway back to life, while nearby live narrow gauge steam trains provided sounds and smells too. Oliver Densham's design plans and developments with our loco build on the 2-4-0 Club display proved popular and informative, with the patterns for the driving wheels giving some idea of the scale of our full-size replica. Our new full-colour membership brochures generated a great deal of interest from potential new members, with a couple of visitors enrolling at the show.

Here is a glimpse of some of the layouts on display...

*NB "Bird's Folly" and many other layouts will be at the Model Railway Show at St Felix School on 6th & 7th August.*



< **Bird's Folly [009]** Stewart Green

No.2 HALESWORTH passes the engine shed and gravel pit. Folly House at the rear is modelled at 2mm to the foot to create perspective.

*Photo: Graham Watling*

**5" gauge steam model** Trevor Scott >

No.1 SOUTHWOLD as built by John Martin, with a glimpse of covered wagon No.14 behind.

*Photo: Andy McMahon*



< **Southwold (1922) [00n3]** Stewart Green

Stationmaster Henry Clark checks the time for a passenger while the loco runs around the train prior to its departure for Halesworth.

*Photo: Graham Watling*

**Wenhaston Station [00n3]** Stewart Green >

No passengers, but stationmaster Percy Dyer checks to see if it's time to open the gates for the Southwold train.

*Photo: Graham Watling*



< **Blackshore Quay [00n3]** Robin Rickard

No.3 BLYTH hauls a couple of laden 6-wheel Cleminson coal trucks past Town Marches. The evocative back scene is the work of Robin's father, John.

*Photo: Graham Watling*



### < Whitsend Tramway [009]

*Graham & Caroline Watling*

A busy day at the quayside as tram loco LOTTIE pulls its mixed train on this superb award-winning layout.

*Photo: Graham Watling*

### Nevermoor [Z]

*Brian Yallop >*

Scaled at a mere 1.5mm to the foot (with rails 6.5mm apart) Z gauge really is railway modelling in miniature. Even without trains Nevermoor Station is amazing in its detail.

*Photo: Andy McMahon*



### < Castleby Mills [009]

*Chris Seago*

Measuring just 3'x1' (90x30cm) this terrific model has a windmill with working sails, a moving sack hoist, and a fire glowing in the furnace.

*Photo: Graham Watling*



### Abbott's Yard [009]

*Chris Seago >*

With just one point Chris has created a simple little shunting layout. The 5 wagons have matching cards; shuffle and deal the cards, then see how long it takes you to shunt the wagons to match the cards. Ingenious!

*Photo: Andy McMahon*



Thank you from the bottom of my heart to everybody who assisted in any way. As well as a heartening response from local members and their families (the youngest helper was just 7 years old!) we also received considerable support from members from as far away as Sussex and Derbyshire, plus non-member support from Waveney Valley and Ipswich Model Railway Clubs. Particular thanks go to Jane and Rosie Bennett (and their team of helpers) who masterminded all the food and kept us going throughout the weekend.

*Stewart Green –Exhibition Manager*



## *Alan Taylor's Album*



The Schedule of Chattels (SRT 67 Page 13) alleged to have been incorporated in Defence Works included the Blythburgh Signal Box and Frame. The Signal Box was in fact this shed.



Inside the Signal Box was this five lever Ground Frame. It operated the five signal arms – two at the East end, two at the West and one round the corner below the church. The points were still operated by weighted levers at the trackside.





I was pleased to see Alastair McFarlane at the St Edmunds Hall Show and Exhibition still wearing his grease top cap (see Newsletter 48 front cover).

I still have my grease top with WVR badge from the time when I drove on the 15" Waveney Valley line at Bressingham. In the 1950s or 60s I was approached by a gentleman, whose name I cannot recall, who was hoping to build a line on part of the old Southwold track bed. His proposal was for a 15" gauge line. I was not able to give him assistance at the time, but nothing came of his scheme. But if it had this is the sort of scene that we would have been able to see in the Blyth Valley.



Alic Robertson (SRT67 Pg 23) was lucky in being able to enter the Southwold Engine Shed at Southwold. I was only able to peer through a crack and see the van stored there but not the locomotives. His c1950 view of the Blackshore track shows what could be achieved by a Box Brownie. If he had turned round he might have also seen the remains of the western buffer stop.



The documents from the firm of Solicitors (SRT67 Pg 12) cover such things as rent for the ex-railway cottages at Loam Pit Lane. Here are they.



The Southwold Railway was not the only line that used paired signal arms. This view shows them at Colne Valley Junction on the route from Marks Tey to Cambridge.

Quite a few years ago some track was dug up at Southwold Harbour and removed to the Council's Depot near Ness Point at Lowestoft. Unfortunately I was unable to check the rail but I had doubts about it being of Southwold Railway origin. I was told that it had been positioned quite near to the Harbour mouth whereas the Ordnance Survey map does not show Southwold track this far east. (see Newsletter 67). I think that the answer is that in 1938 The Dredging and Construction Company laid 2' gauge track to enable them to carry out remedial work to the harbour. This, I feel, is the track removed by the Council.



Two photos by Mr R G Pratt taken on the 15th April 1938. The loco was a Hudson powered by a Fordson I C tractor power unit.



## *Welsh Highland Memories.*

*James Hewett recently moved to Southwold having previously been involved with the Welsh Highland Railway.*

I thought SR Members might be interested in an extract from my Chairman's Blog, when I was working as a member of the Welsh Highland Railway's Civils Team. It'll give a (hopefully) light-hearted idea of what it's like to build a narrow gauge railway with volunteers.

(Information on the WHR Ltd., which runs a half-mile working railway with a café, shop, museum and workshops [quite similar to the Wenhaston Project plans] can be found at [www.whr.co.uk](http://www.whr.co.uk)).

Background to the following – a siding was being laid in the Museum display area, including a wagon turntable and a sharp curve, all in 50lb per yard ex-Snailbeach rail, at 60cm gauge. Work had been done at Easter, but not finished – now read on:

At the end of Easter Bash, because of lack of both time and energy, we left a precarious piece of sharply-curved rail on the top of the turntable. So yesterday afternoon (as I'd already done some extra Jim-Crowing\* to line up the rail with the turntable exactly) we thought we ought to crop the rail and fix it in place.

### **A lovely piece of kit**

So. First the team (whose names will be suppressed to protect the guilty) collected the petrol-driven rail-saw from the Shed, at the other end of the Works. The rail-saw is an unwieldy, ungainly, awkward, heavy, aged, oily and filthy piece of equipment which does what it says – if you're lucky. Here, for those who've read Jerome K Jerome's novel "Three Men in a Boat", we get into Uncle Podger territory.

### **A promise**

First, the team carefully and efficiently ascertained from the expert that all the bits and pieces of the rail-saw were actually attached to it. Then we lifted it, with extreme difficulty, into a barrow, wheeled it the length of the yard to the worksite (very hard, in a wheelbarrow, as it's lopsided and top-heavy), and set up.

The bracket, the fishplates and the bolts were missing. So a member of the team walked back to the RED Shed to get them. A journey of about 150 yards each way.



Then the team (or certain enthusiastic elements of it) tried to fit the parts. The bolts were too long. So, a team member (no – another one) walked the 300 (approx.) yards to fetch some washers.

Even with these fitted, the bolts were still too long.

### **Time and Motion Studies**

So – the team (all now being fired with enthusiasm and efficiency) scattered all over the works to try to find some shorter bolts. A further team element went to try to find a replacement bolt for the leg, which (unlike most respectable legs) completely failed to support the machine, and another went to find petrol (after a shortish subsidiary argument about whether the saw uses four-stroke or two-stroke).

Meanwhile, the rest of us decided to try to start the offending object. It wouldn't fit over the rail (no bolts/brackets, etc.), so had to be wedged into position to withstand the violent motions imparted by the starting attempts. If I now say that no-one on the team knew which way the petrol tap should be turned to be on (or off), would you be surprised? I thought not. So we tried it both ways, and eventually the saw started, and immediately fell over and choked to a stop.

At this point, things started getting interesting.

Someone suggested that the disc cutter would do the job better. As is usual in this kind of situation, the entire team (or in this case “teamette”, which is Nigel's\*\* vile phrase for it) leapt on this idea as a solution to all the problems (even the ones that hadn't yet arisen, but were, in the fullness of time, bound so to do). Of course, no-one knew where the disc cutter was. However, an ancillary team member found it.

It had a stone-cutting disc in it. Cue a further exodus to find a metal cutting disc. When this arrived – can you see what's going to happen? Yes, no-one knew how to change the disc, or had any tools to do it with.

However – after another exodus to various tool cupboards, and a certain amount of pushing screwdrivers into orifices, the disc was changed. There was no oil in the disc cutter. Guess where all the oil was? Yes – in the rail-saw. So – we poured it from the one into the other.

After all that, the job itself took only about five minutes.

## **Did we turn the rail – or did it turn on us?**

Oddly, nothing went wrong for the rest of the day (presumably we had already used up our bad Karma): the first rail was screwed down at the end, the next one dragged up with the rail-dogs\*\*\* (cue a small late eruption of bad Karma when we pointed out to the team leader that it was the wrong way round [with the wear on the outside], thus necessitating dragging it back again, and dragging it around in a circle in a space slightly too small so to do, then dragging it back yet again) and fish-plated at one end. (Small digression – I'm told that fish-plate is originally a naval term – on sailing ships when the mast broke it would be mended with fish-shaped pieces of wood or metal).

## **(Gauging in brackets?)**

Then it was back to fighting (in this case successfully) with the Jim Crow to bend the rail parallel to the first one (not as easy as it sounds, as it has to be a slightly larger radius) - it's on the outside of the curve, and it also has constantly to change in radius, as the gauge widening has to increase as the curve sharpens. (Basically, we'll be asking wagons and locos to crab their way around a very tight curve, and inevitably, the axles will not be at right angles to the rails, so they have to have a bit more room to move). End of brackets. For the moment. Maybe.

## **Connecting the new line to the rest of the world**

So – the sleepers were sledge-hammered into position, the rails gauged and Crowded, and then the whole lot fixed down. The siding laid at Easter is now, via the turntable, through the Museum, up the main line, across the Pen-y-Mount Junction points, down the Cross-Town Rail Link and via the dual-gauge Cae Pawb crossing and the Channel Tunnel, connected to Vladivostok by a continuous line of rails.

The geometry of the whole caboodle is now fiendishly complicated, as the wide-to-gauge section had to taper back to 60cm so that it'd line up with the turntable, on which the rails are fixed. Having temporarily put a cant on the curve (that's like the slope you get across a circular indoor cycle track or [an extreme case] – on a Wall of Death){and here's some extra brackets, just for the h\*\*l of it}, we ceremoniously uncoupled one of the slab wagons on the display siding, and pushed it around the curve and onto the turntable. It was then turned thro' 360 degrees, and returned onto the siding, via the new curve. Success. Still to do is the ballasting, lifting and packing, to stabilise the line and bring it exactly to level.



## **Odd behaviour and a dissenting voice**

If it hadn't been for certain (again, unnamed) Civils gang members deciding to use the turntable as a merry-go-round, and pushing each other round and round on it, I might have thought that we were in danger of becoming professional – but I'm glad to say that there's no danger of that. High spirits were dampened slightly when a loco owner had a look, and said "I'm not letting my loco near THAT." We shall see.

*James Hewett*

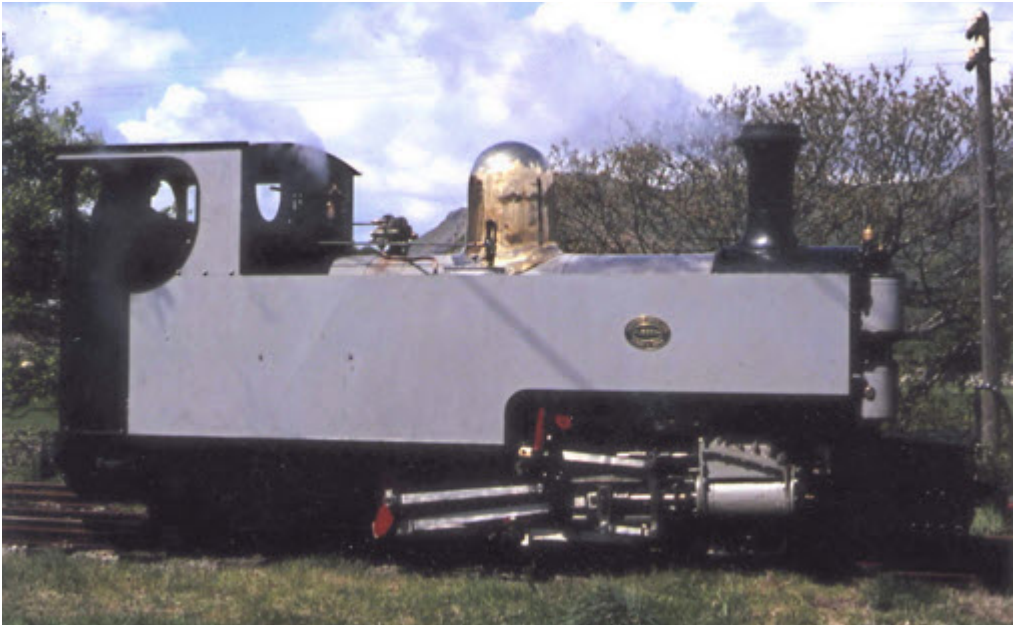
*\*Jim Crow – large, very heavy, screw ram which – with a great deal of hard work with a crowbar – allows rail to be bent to a curve.*

*\*\*Nigel Hanwell – legendary WHR team leader at Porthmadog – very very loud.*

*\*\*\*Raildogs are large steel pincers for picking up rail.*

---

## *Unidentified Loco! Can anyone help?*



We recently received this photo of a WENHASTON look-alike at the Shop, but with no idea who sent it or where the photo was taken! It might have connections with the Welsh Highland Railway and appears to be in 'Works Grey' livery. If you have any ideas or further information do please get in touch. Most intriguing...!

## *Report on the Southwold Railway Trust Annual Lunch*

On the 9th April 31 members of the Southwold Railway trust sat down to a very enjoyable lunch at the Blyth Hotel in Southwold. Your correspondent successfully negotiated a delicious beef, mushroom and ale suet pudding, the benefits of which have only just been worked off after a stringent Lenten discipline that has lasted well into the Easter season! The general feel was that this was one of the best annual lunches to have been served.

Our chairman delivered a few brief words in his inimitable style at the end of the meal, bringing members up to date with the current loco build plans and Wenhaston proposals, after which the majority of us visited the shed to inspect the tram coach and locomotive parts. The coach was quite a hit, and we all had fun imagining ourselves trundling along the Blyth valley admiring the view.

I would like to thank the Blyth hotel for their hospitality, and all those who helped to make this a most successful event.

Rev Simon Pitcher



Inspecting the tram carriage after the Annual Lunch

*Newsletter Notes*  
*by Tim Heaps*

This is my second issue as Editor and it is also the longest ever SRT Newsletter and the first to carry adverts. My plan is to make 32 pages the minimum and ideally aim for 36 pages in each issue. I want to make our newsletter a good read that all sorts of railway people will be interested to read and look forward to receiving. This will help to raise the profile of the Southwold Railway Trust and help us to gather the support we are going to need to carry through the exciting plans that we are working on.

However this growth comes at a price - increased printing costs and increased postage costs too. We have changed printers this year and that has reduced our costs significantly and in fact the last newsletter was cheaper to produce than the previous one even though it had more pages. However there is only so much room to cut costs without losing quality. Thus we need to raise some revenue to help pay the extra costs and this is where advertising comes in.

Our plan is to restrict advertisers to businesses who are directly associated with the SRT or who offer special deals to SRT members or are owned or managed by SRT members. If you run a business and would like to support the Newsletter please get in touch. Our rates are £48 for a full (A5) page and details of part page adverts are shown on the rate card on the right. All our prices include VAT at 20% and are per issue.

If you know of anyone who might like to advertise in the Newsletter please do encourage them. If I could have their name and address I will be happy to send out a sample copy with a rate card.

I would also welcome your comments and suggestions on the development of the Newsletter and of course I would love to receive your articles on a railway theme for publication - I will print as many as I possibly can.

*Tim Heaps*

As we received very few entries to **David Negus's Railway Quiz** we have decided to give you all a bit more time to research your answers!

The new deadline is 31st July and the winner will be drawn at the AGM.

Half page advert at £26.40 per issue  
13.25 cm by 9.40 cm

Eighth page advert  
at £8.40 per issue  
6.60 cm by 4.80 cm

Quarter page advert  
at £14.40 per issue  
6.70 cm by 9.50 cm

Quarter page advert  
at £14.40 per issue  
13.25cm by 4.80 cm



## *May 2011 Track Walk*

At about 9-30 we met at The Star inn, Wenhaston as this was to be the finish of our walk & we could order dinners ready for our return. We had coffee & set off in a few cars to Halesworth station. It was a glorious day and the going was quite dry as we had had no rain for some weeks.

The seventeen of us set off onto the old Southwold Railway Yard (now a road of houses) and to the main road with the old track bed embanked on our left in a garden as we dropped away to the B1123 road. The east abutment of SR bridge one is still in situ on the far side of the road. For a change we turned right under the main line (GER) bridge and then immediately left on to the Halesworth Millennium Green beside the GER track. A short walk across the green brought us to the path to Bird's Folly and then under first the GER bridge and then SR Bridge 2 which had been widened in 1906 - the very early concrete middle section is still visible between the brick faces for the standard gauge widening which was never implemented. Then on to see the old railway quarry and engine shed site.

We returned under the railway bridges again to follow the navigation back under the GER and past the old lock - still just discernable - to join the north bank of the River Blyth. We followed this river over a few stiles and gang plank bridges until we reached Mells and had a look at the road bridge over the SR trackbed. Then again followed the river down to Blyford bridge noting the site of the old SR bridge across the Blyth near Watermill Farm as we passed.

We took a few minutes at Blyford Lane to inspect the fields that we hope will soon become the Wenhaston Steam Heritage Centre - a beautiful spot indeed! We also had a look at the old Wenhaston Station site and the site of the SR level crossing. Finally up the hill and along The Street through the village of Wenhaston to the Star Inn at the other end for an excellent lunch and to meet up with more friends who had not been able to join the walk. Another enjoyable day had by all.

*Graham Cross*

*And finally... Blyth's Last Polish:  
another memory from the period of dereliction.*

The Railway closed in 1929 and "After a few years, nature began to take over. The hedges bounding the line grew inwards towards each other and soon straddled the track; the stations, neglected as they were, fell into disrepair, the whole presenting a picture of desolation. Railway enthusiasts who came to photograph and inspect the scene found little to see. At least one such party obtained permission to open the sheds at Southwold and Halesworth to push out the locomotives and to this end they provided themselves with pinch bars (loaned from a L.M.S. shed), to prise the reluctant wheels on their journey. The enterprise was only partly rewarded, for although it was possible to shift Blyth at Halesworth, the other two engines at Southwold would not budge. No doubt their cylinders were rusted up. Even with Blyth there were one or two anxious moments, for in order to get her fully out into the sunshine, the engine pit had to be traversed and here the rails were in a precarious state; so there she sat for three hours waiting for the sun to come round and during that time received what was probably her last polishing. She was returned safe and sound."

*From P.B.Whitehouse's The Narrow Gauge Album (1957), Section 15: A Suffolk Character, pp. 78-9.*



*A photograph by J H L Adams  
of one of the group sprucing  
up Blyth on the occasion  
described above.*

*This image kindly supplied by  
Alan Taylor*

# **SOUTHWOLD RAILWAY TRUST ANNUAL GENERAL MEETING - 2011**

This will take place as usual to coincide with the  
Southwold Model Railway Show on:

**SATURDAY 6th AUGUST AT 4.00 P.M. at the  
ELECTRIC PICTURE PALACE,  
BLACKMILL ROAD, SOUTHWOLD**

## **AGENDA**

1. Minutes of the AGM held on the 6th August 2011.
2. Chairman's Report.
3. Treasurer's Report.
4. Election of Directors/Trustees. The members of the Board offer themselves for re-election. They are John Bennett (Chairman & Company Secretary), David Smith (Treasurer & Membership Secretary), Brian Bailey, Oliver Densham, Tim Heaps, David Lee, David Negus and Rev. Simon Pitcher. (NB Stewart Green is not seeking re-election).
5. Appointment of Auditor.
6. Resolutions. As notified to the Chairman by 23rd July.
7. Any Other Business.

If time permits, the meeting will conclude with the  
showing of a railway related film.

.....

Only paid up members of the Trust may vote at the AGM.

Members are particularly requested to attend as a quorum of 10% of the membership is required failing which the meeting must be cancelled and reconvened.