

SOUTHWOLD RAILWAY SOCIETY

Newsletter No. 33

AUGUST 2002

The Southwold Railway Society Newsletter



Issue 33 - AUGUST 2002

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Editorial Ramblings

The summer is full swing as I write and, as usual, we Southwold residents are going round saying that we have never seen so many people in the town! But it was good to see some of you at the Model Railway Exhibition and the AGM.

Cards and Badges

We are enclosing a FREE GIFT! This is one of the postcards we have printed using the Bert Collins painting. This is also available as a card/notelet. The postcards cost £2.50 for 10 and the cards, with envelopes, £5 for 10, (both inc



P&P).

We also have some lapel badges for sale. Beautifully designed by David



Negus these are 30mm across (the illustration is 50% enlarged) and bear, predictably enough, the legend "Southwold Railway Society". We will send you one for £2.50 inc P&P.

A HENHAM ADVENTURE

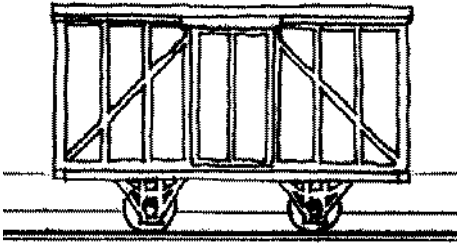
Geoff Crabb, having found a reference to a railway-related construction on the Henham Estate, led me on an Expedition to said venue in June where we were able to witness a strange framework supporting the branches of an ancient larch tree, illustrated on the cover and overleaf. The 40 x 20 foot framework consists of horizontal beams of SR rail laid upside down and supported on vertical timber posts about 8 feet above the ground. The whole affair is a singularly unattractive item but clearly of some interest as there is a lot of rail used here - about 200 feet I would guess. The idea is



clearly to allow the branches to remain clear of the ground but one cannot help feeling that a more elegant solution could have been devised. But it is worth a look if you are visiting the Henham Estate.

A Replica Van

We have resurrected our scheme for the Van body/information centre. We have various people to speak to about this but we hope to make a planning application during the autumn. The illustration



shows a plan of the south elevation.

Summer Track Walk

This proved a little challenging for hay fever sufferers this year as the pollen count was registering maximum levels on the Richter scale and the undergrowth was more aptly described as overgrowth. Alan Taylor emerged from

it at Wenhaston Mill to explain the original layout of the track here, the site of old lock walls, not noticed previously, providing a vital clue. I think we might have this walk in May next year.

St Bartholomew's Fair

We will have a stall at this, as usual, on Saturday 24th August, 10-4pm on Bartholomew Green, Southwold.

Members' Evening

There will be another informal Members' Evening on Saturday 28th September at 7.30pm at the Blyth Hotel.

New Members

We extend a very warm welcome to these new members: **Doug Begbie**, Halesworth; **M C Bond**, Mansfield; **M R B Cockell**, Bury St Edmunds; **Edward Janard**, Reading; **Benjamin Price**, Loughborough; **E N Runeckles**, Leightonstone. We hope they will enjoy membership of the Society.

Copy Date

The deadline for the November issue is **14 October 2002**.

John Bennett 12 August, 2002

Modelling Corner

by Paul Russell

In Newsletter 32 on page 12 amongst the readers' letters was an e-mail from Mike Bootman with photos of Ray Lantz's models of the Southwold locos which I have mentioned before. Also covered and just shown in the bottom photo is one of Bridge Models 4 wheeled wagons commissioned by Ray and built by David Smith. at the time of writing (June) and if I have understood correctly when you read this the kits will be available. They consist of wooden sides, floor and ends etched strapping, etc, cast white metal axle boxes, spring custom built wheel sets, to mention all for around £40. I hope to have further details of the above and other kits but events may overtake me due to copy deadlines, etc. (*See page 7.*)

Unfortunately due to things beyond my control your intrepid Rambler won't be reviewing the above kit/kits or to put it another way the management said NO. But I will be building something of a similar nature to a smaller scale on a commonly available chassis. Also I understand that Ray himself may produce Southwold type figures to the same scale to go with the rolling stock.

Hopefully he will produce some passengers in period costume to sit in the carriages, stand in the stations (I'm sure you know what I mean). Because there is only so much you can do to a military figure with milliput and gender change

is beyond my skills at the moment. Yes I know they probably do exist but availability and cost limit my options.

Anyhow I am looking forward to seeing pictures of the finished articles in a running condition and ultimately on a working layout. Maybe a true scale model of Southwold that leads me nicely into accurate scale plans of the Southwold Railway's stations. Recently I have been looking at existing material in amongst my books, magazines, etc, particularly to start with Southwold itself.

The first and obvious one is on page 206 of the May 1979 edition of Model Railway Constructor ie part 4 of the Negus series of articles on the Southwold Railway, which is fine if you have a copy. A point I will return to. This plan is 1:1000 and depicts Southwold in its final 1921 formation I assume. I wonder where this plan comes from? Did the author or another party draw it up at the time of closure, or during the railway's dereliction period? Was it reduced down in size to fit the magazine from a 25"/50" to the mile type map? In fact the whole of the Negus article series in the MRC in 1979 is interesting. How did the author obtain such a range of information on the Southwold Railway? Was he given information from a third party, and is it accurate?

The next set of scale plans are from the 1892(?) Great Eastern Railway valuation documents again not that common a piece of material. This plan is presented at 66 feet to the inch and depicts Southwold in its earliest form. Considering the reliable origin of this plan I am assuming it is 100% accurate - is it?

There are other plans but these are either too small or thumbnail sketches which makes them of little use for an accurate model of Southwold unless you know of others.

Armed with these drawings I went to our local stationery shop and learnt how to fly their duplicating machine (haven't the latest ones got a lot of buttons which do the most unusual things - toast anyone?). I managed to enlarge enlargements keeping an eye on the scales I had previously drawn to ensure they remained accurate, eventually I went home with quite a pile of paper which finally gets to the point of all this. When I compared the plans with each other and other information on Southwold I could see differences in the track layouts. Was the track completely re-laid during its life or did it change when further sections were added? Also did the Southwold Railway Company, Southwold Council or a third party produce maps of the station? If so do they still exist? If they do exist along with the two plans of Southwold Station I mentioned earlier, plus other plans and scale drawings perhaps these could be made available for purchase by Society members.

Whilst looking at station plans I started looking at station buildings again and came across a booklet of A4 size drawings which I had forgotten contained Southwold material and is called Buildings and Structures of Narrow Gauge Railways Narrowlines Extra No 9 and is published by the 7mm Narrow Gauge Association ISBN 0 9513300 39 at around £7. What you get for your money are 26 drawings 3-6 & 26, which consist of the 4 stations, station buildings and the Southwold semaphore signal. The notes accompanying each drawing states that they are drawn from information from the 1979 MRC series and photos in Branchline to Southwold but at least this booklet is reasonably available. In all a rather useful booklet but not just for Southwold, from a series of about 11 covering a wide range of narrow gauge subjects. I have heard opinions expressed about out of scale reproduction and standards of draughtsmanship but since they were drawn by the membership of the association and the booklets are relatively inexpensive I do not find this a problem.

Back to the buildings, the ones as drawn in the GER Valuation set were drawn as the buildings were originally built and like the track plans 100% accurate I presume. These drawings are used in part in the excellent Branchline to Southwold book, which is arguably the best to date (buy the book, build the railway). The drawings in the equally excellent but unavailable MRC series by A D Negus show subtle difference to the GER ones which indicates that the buildings did evolve over the life of the

railway and this set were drawn at the end of even in the dereliction period. Which makes me wonder did the author or somebody else actually physically measure up the buildings or were they all drawn from photos or is there another answer?

Which finally (HOORAY) takes me back to the ALPHAGRAPHIX kit. Internally it is not the same as the GER drawings and the urinal external layout is different ie door wrong and no curtain

wall. It matches the MRC drawing apart from the curtain wall being wooden not brick as depicted and the internal divisions are still suspect, but not to worry there are I think at least 3 versions of the external urinal but it does not distract from what I said back in Newsletter No 30- which is basically it is a damn good kit! but care must be taken to depict the building in its correct form for the period of the railway's life being modelled.

FOR SALE

(As referred to in Issue No.32)

1:32 Scale

Southwold Railway Stock

Locomotives (1 1/8in gauge -scale 3ft)

These models were built by Paul Bernsten of the model company in New Zealand. They are "pilot" models for a small batch to be built later this year. They are handbuilt mostly in brass, but include some specially made castings. The 2-4-OT type were named "HALESWORTH" and "BLYTH", and the 2-4-2T was named "SOUTHWOLD"; they were built by Sharp, Stewart & Co. The models were featured in NARROW GAUGE & INDUSTRIAL RAILWAY MODELLING REVIEW No 49.

The locomotives are to be sold by Paul Berntsen directly at:

608 Tomoana Road, Hastings, New Zealand

Phone (06) 8708238; Fax (06) 8708138

E mail bernieofthebay@xtra.co.nz

Cost £650 (inc p&p). Painting in two colours (no lining) extra £50.

Wagon kits (1 1/8in gauge -scale 3ft)

Wagons to accompany these locos are being made by Bridge Models. The first of which is the 3-plank open four-wheeler. Others are planned, and kits for the six wheeled coaches could be produced if enough interest was expressed. The wagons have bodies in high quality lime wood (known as "bass wood" in USA), etched brass "strapping", cast axleboxes and springs, and



David Lee writes

SOUTHWOLD RAILWAY AND PRIVATELY OWNED WAGONS

Many of our older members will remember seeing while on pre WW2 journeys by train wagons often painted in brighter colours than the rather somber tints of the railway owned wagons. These wagons, mostly of the open type, were privately owned by the name painted on them and referred to by railway staff as 'private owners'. Most were owned by collieries and coal factors, also gas works, iron and steel producers and petrol refiners whose products were conveyed in tank wagons. Colours were mostly red oxide, green or yellow with the owner's name in large letters, address and indication of their trade.

Such wagons were licensed to run by the company on whose line they were first introduced and bore a small cast iron 'register plate' that included a serial number. There were certain conditions to be complied with and most owners ere party to the 'Commutated Empty Haulage Scheme' indicated by a six inch five pointed star, and the letters 'CC' indicated participation in the 'Commutated Charge for Shunting and Siding Rent'.

The Southwold Railway was certainly the only English narrow gauge line on which 'private owners' ran; there is no evidence of any on the Lynton & Barnstaple or the Leek & Manifold Valley. Owned by Thomas Moy Ltd of Colchester, who also ran wagons on the GER, were five wagons built at their Peterborough workshops. The regulations applied are not known but would have been similar to those imposed by the major railway companies.

There is evidence that three Moy wagons were on the line either at opening in September 1879, or very soon after as on 1 July 1885 the Halesworth Station Master reported on wagon sent to Peterborough loaded on a GER wagon and returned on 10 July when another was sent away but no record of the return date, while on Mr Moy's instructions his wagons were to be sent for repair at Peterborough when one was dispatched on 30 November 1886.

The initial three were numbered 1507 to 1509 and additionally lettered on the ends A, B, C, respectively. In January 1922 two further wagons were added

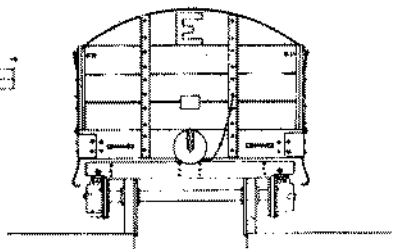
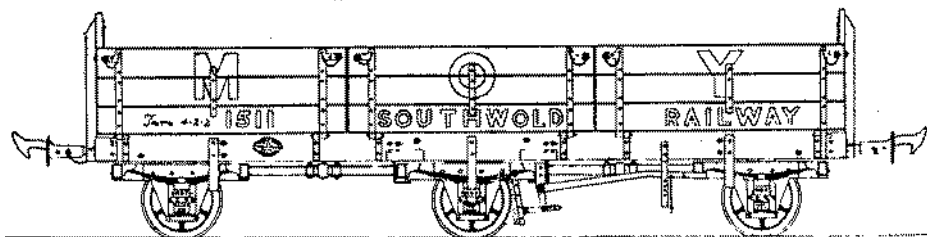
being numbered 1510 and 1511 and lettered respectively D and E. At the same time two Moy wagons were sold to the S.Ry. (fleet Nos. 37 and 38) and in July 1926 the remaining original wagon was bought by the S.Ry.(No.39) but unfortunately there is no knowledge of the respective Moy numbers.

So far as can be ascertained the original drawings have not been located, but two reconstructions from any known data have been produced, that by David Negus being reproduced here by his kind permission, and as originally published in the Model Railway Constructor of April 1979 (p 194). This gives a length of 20ft over the headstocks by 6ft wide over the body with the sides formed of three hinged doors. The tare weight was around four tons with a carrying capacity of seven tons which if fully loaded brought a wagon very close to the permitted weight limit. All the vehicles were six wheeled arranged on Clemensons Patent Flexible Wheelbase system whereby the outer pair of wheels were in

a frame with a centre pivot while the centre pair, also in a frame which was joined to the outer pairs, moved laterally as the wagon negotiated curves and points. A hand parking brake was provided on one of the centre wheels. Livery was red oxide with white lettering shaded in black to the right.

Following experience of these wagons the Southwold Railway Co. ceased adding four wheeled wagons to its fleet and ordered similar 6 wheeled wagons from Moys which were built at Peterborough as follows:

Date	Number	Cost
1896	3 Nos. 24-26	£168:18:9
1899	6 Nos. 27-32	£360:0:0
1914	4 Nos. 33-36	£288:17:8



Prior to obtaining these wagons the Company periodically ‘hired’ Moy’s wagons for long or heavy loads, a notable example being to convey the lantern for the lighthouse in 1890, which was in two sections weighing four tons each. Such use was reported monthly to the

Secretary by the Halesworth Station Master showing particulars of loads and weight.

David M Lee, July 2002

With reference to Newsletter No. 32

The extract from the Halesworth Times of 3 May 1950 reports some interesting aspects of the Railway by former members of the staff, all having sadly passed away. Even in those days the Press managed to get facts wrong as in Billy Fisk’s account about the Harbour Branch: it was incorrect to state that passenger trains were operated over it (p9). When the branch opened in 1914 the passage of goods trains only was permitted, but following the evacuation of Belgian refugees, who walked from Southwold station to the harbour, the Company had the line inspected again with the object of working passenger trains over it which was authorised in 1917, during daylight hours only and other restrictions, but never exercised.

In the same issue reference is made on p16 to the status of the line, which raises a point of interest. When the Company was authorised by its 1876 act of Parliament it did not specify that the line should be a light railway, nor did the paragraph “...certain general Acts incorporated ...” include the Regulation of Railways act of 1863 (Section V Light Railways). The necessary notices in the Press announcing

the Bill did not specify that the line would be a light railway, so clearly there must have been an error in drafting the Bill or the Act. Soon after opening there was correspondence with the Board of Trade on some matter when the Board replied that the line was not a light railway. This had to be rectified which was done by placing an announcement in the EADT for three weeks after which in 1880 the Board issued a Conditions & Regulations Certificate or Licence, a copy is on display in the Southwold Museum, authorising working as a light railway with certain restrictions including that of 16 mph speed limit. Had the 1868 act been incorporated a speed limit for light railways was stated as 25 mph, so why did the Company not challenge the Board over the difference?

Subsequent Light Railway Orders of 1902, 1907 and 1913 all refer to the line being a light railway.

David M Lee, July 2002



Readers' Letters

from D Martin, Nottingham

I have just received Southwold Railway Society Newsletter 32 - I always look forward to these.

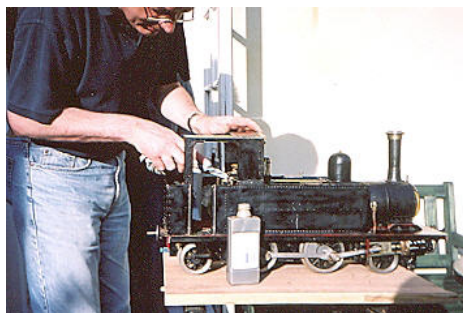
May I make a couple of suggestions for future issues? Would it be possible to show a photographic journey along the line as it is now? Perhaps starting at Halesworth and using a couple of photos per issue. (Now the reproduction of photos is much improved.) As a member who is rarely able to get to Southwold, this would be of great interest. Also any archive photos of the line are always welcome. Hope you don't mind my suggestions.

A good idea; would anyone like to take it on? Ed

from George Jeffrey, Wenhaston

I would like to put forward a proposal to the committee for consideration that the lovely model of the engine which

sits so graciously in your window be developed as a working or static model to full Southwold Railway livery and that one or two pieces of rolling stock be built to match. As static models they would make good promotional material for the proposals for the re-instatement of the railway.



Reprinted from Issue No.29

We do need to make some progress on this. The 5" scale model we acquired last year and featured in Newsletter 29 needs rebuilding, a new boiler certificate etc. Can any members help with this? Ed

Members' Evening

There will be another informal
Members' Evening on
Saturday 28 September
at 7.30pm
at the Blyth Hotel,
Southwold

Crabb's Chronicle No 7

German wines have been in the doldrums for some years and nowadays finding some in the wine store means rummaging in the dusty corners. At one time the wines from the Reisling grape grown on the steep banks of the Rhine and its tributaries were considered aristocrats by connoisseurs but after the war the introduction of cheap, sweetened Liebfraumilch as better alternatives flooded in from other parts of the world tarnished a reputation which had taken centuries to establish. Those impenetrable labels didn't help with their Gothic lettering and incomprehensible German (Trittenheimer Laurentiusberg Trockenbeerenauslese) and the new breed of wine buying customers turned instead to the more approachable Australians.

I retain my liking for the wines of the Moselle, that serpentine and picturesque river which rises in the Vosges Mountains and enters the Rhine at Coblenz. The banks are narrow and overlooked by precipitous hills every inch covered in vineyards grouped around delightful towns and villages which give their name to the local wines followed by the name of the producer or vineyard. The best of these wines have a wonderful fragrant flowerness and with only about 10% alcohol are light and refreshing. There is also a special character which, I guess, stems from being produced at the very northern limit of wine production and which I prefer to the vulgar, overblown wines from warmer southern climes.

My appreciation of these wines goes back to 1957 when I spent a holiday with some friends in Berncastel which has given its name to some great Moselle wines. The weather was bad and we were 'forced' into cafes and wine bars to escape the rain and console ourselves by sampling enormous cream cakes and local wine. Having the use of the Moselbahn helped us, the last privately owned railway in Germany, which followed the river from Bullay to Trier, stopping at the various towns and villages along the way. This railway was a gem and would have appealed to all admirers of the Southwold Railway with its one metre gauge, wooden carriages and seats and wheezing locomotives with tall funnels. It was much appreciated by wine buffs who would get on at one end of the line, taking 4 hours for the 70 mile journey and alighting at each village to sample the local brew before staggering off at the other end. It was, inevitably, known as 'The Tiplers Express' and on that holiday we used it for the same purpose. I can recall very little of what else we did, but I only have to sip a Bernkasteler and I get just a vague memory of 45 years ago.

Four months later an item appeared in the Manchester Guardian describing the financial difficulties of the line as it faced competition from road transport and when I returned to Berncastel in 1972 hardly a trace of the line remained. The analogy with our own railway was complete.



SOUTHWOLD RAILWAY INCIDENTS

In the Year

1901

by Ian Bunting

The Halesworth Times described a joint G.E.R. and Southwold Railway dinner held for Halesworth employees at the King's Arms Hotel, Halesworth, on the evening of Friday, 15th January. The chairman, the Rev. A. R. Upcher, testified "to the courtesy which had always been shown by all grades of the employes [sic] at Halesworth from the Station Master down to the Newspaper boy.... Referring to the Southwold Railway he said it continued in its ancient form, for although other Railways had tried to swallow it up, it refused to be swallowed up. (Laughter.)"

A meeting of the East Suffolk County Council Roads and Bridges Committee was reported in the newspaper on the 26th February, "A communication was read from the Light Railways Commission, to the effect that they had decided to grant the application, made in May last, for a Light Railway Order, in respect of the proposed extension of the Southwold Railway to Kessingland, etc. In settling the Order, the Commis-

sioners would see that a provision was inserted to prohibit the Company from constructing the railway across the main road at Kessingland, except for the purpose of effecting a junction with the authorised line of the Great Eastern Railway Company, when constructed to Kessingland." A sign of the times, the rest of the meeting was concerned with motor cars, recommending that they should be numbered and registered, and that the 12 mph speed limit be abolished.

Some excitement was reported in Southwold, on the return of Lieutenant Colonel Bonham, invalided home from the Boer War. On Thursday, 7th March, he changed on to the 6.23pm train at Halesworth, arriving at about 7pm in Southwold to be greeted by a large crowd and the Countess of Stradbroke. Following speeches the two dignitaries travelled by closed coach to Southwold House, the route bedecked with flags and to the firing of rockets and coloured lights by Mr. R.P.Critten, a local chemist, one of whose sons was still

serving with the Yeomanry in South Africa.

The local company of the 1st Volunteer Battalion of the Suffolk Regiment at Halesworth, was also busy, the Halesworth Times of May announcing that the Southwold Firing Range was now open on Thursday and Saturday afternoons and that recruits should catch the 1.12pm train from Halesworth (due at Southwold 1.49pm) for "Class Firing".

On the 28th May the Halesworth Times reported, "The weather during the Whitsuntide holiday having this year been exceptionally fine, a large number of persons took advantage of this favourable factor, thus making a busy time for the officials of the Great Eastern and Southwold Railway Companies at Halesworth Station. The total number of bookings from this station during Saturday, Sunday and Monday were just over 800, being a substantial increase in those of the previous year. On Monday 240 excursionists were booked to Southwold and 130 to Yarmouth, and in addition to these a considerable number passed through Halesworth from other places en route for Southwold."

"A party of twenty eight young People in connection with the Norwich New City Young Men's Christian Guild had their annual outing to Southwold on Whit-Monday. They arrived by the 9.20 a.m. train [Halesworth depart 8.43] and were met at the Station by conveyances well horsed by Mr. H. Goldsmith and were driven to Walberswick, Dunwich,

Wrentham, Covehithe, Wangford, Blythburgh and by special permission of the Earl of Stradbroke through Henham Park. Dinner and tea were partaken of at Chapman's Temperance Hotel, and in the evening the party strolled around the ancient Borough returning on the 7.15 train [arrive Halesworth 7.52] to Norwich having spent a very enjoyable day. The Belle Steamers between London and Yarmouth commenced running on Saturday last, and as the first boat from the Metropolis neared the Southwold Pier about 6 p.m. rockets were fired at frequent intervals in honour of the occasion. On Sunday the "Walton Belle" was delayed by the fog, and did not land its passengers until nearly 8 o'clock. A still denser fog prevailed on Monday, and the Belle Steamer from London was obliged to anchor off Southwold. Some passengers came ashore in a small boat, but others did not land at the Pier until about 2 a.m. this Tuesday morning. Several people were waiting on the pier to proceed to Yarmouth." The newspaper does not indicate whether the Southwold Railway ran trains in conjunction with the steamers. If it did there must have been some very late trains..

Southwold's Trinity Fair was held on Monday, 3rd June, and at the Mayor's luncheon Alderman J. Beckett was reported as saying, "One thing Southwold really wanted was a better outlet. (Applause). The place was always looked upon as one of the ends of the earth. There was only one way into it, and they needed a better way out of it. (Laughter, and applause). If they could develop in the direction of Lowestoft –

having a direct line – it would be an advantage to both places. He trusted the facilities would offer themselves a better railway, and that they would do their utmost to promote it. (Hear, hear).”

Number 10 Company of the 1st Norfolk Royal Artillery Volunteers was based at Southwold, and the newspaper carried the orders for the 6th Breech Loading Gun Detachment to parade at Southwold Railway Station on Saturday, 8th June, at 7.15am in Gun Drill Order with haversacks, presumably to catch the 7.30 train. Lance-corporal Critten, the chemist’s son, together with Gunner J. Palmer, returned to Southwold from the Boer War on Friday evening, 14th June. They were met by Number 10 Company, the band playing “See the Conquering Hero Comes” as the train drew into the station.

Back at Halesworth with the Suffolk Volunteers, the Halesworth Times carried orders that recruits who had not completed their Class Firing must attend Southwold’s firing range on Saturday, 13th July. They were to catch the 1.28pm train from Halesworth, arrive 2.05 Southwold. Even this was not enough, an appeal being made to attend the range on the following Thursday afternoon, “if sufficient names are given by Wednesday at 10 a.m.”

On the same day a brand new paddle steamer, ‘King Edward VII’, ran her inaugural trip to Southwold, in honour of which a luncheon was held at the Grand Hotel, “Being deprived of the trip home by water, the company, after en-

joying a ramble around Southwold, returned by rail via Halesworth [sic] the question of a further development of railway service between Southwold and Halesworth being freely discussed.”

According to the Halesworth Times of the 9th July, the previous Wednesday a party of “upwards of 100” from Southwold Sunday School, travelled by train to Blythburgh for games in a meadow followed by tea.

Of the August Bank Holiday, the newspaper recorded, “The weather during the three days...has been...fine throughout, and with a lower temperature, rendering railway travelling much more pleasant.... On Monday the town of Halesworth was...almost deserted. Numbers travelled by road to the seaside, whilst the bookings by Great Eastern and Southwold Railway Companies were considerably in excess of last year. The number of tickets issued to Yarmouth was 250; to Lowestoft 120; to Southwold 250, and to various other stations 130, making a total for the day of 750. The bookings on Saturday numbered 250, and on Sunday 100, or a grand total for the three days of [over] 1,000.”

On the 20th August the Halesworth Times printed a description of “Southwold and district” which had previously been printed elsewhere, but failed to give the source, “But if you must go by rail, the trains are convenient enough for the holiday-maker with plenty of time on his hands. You change at Halesworth, the Clapham Junction of

this part of Suffolk. The trains do not always connect, but an hour or so to dispose of gives you an excuse to wander into the quiet little town.... Southwold now has its own railway line – a narrow gauge, a “toy” railway they call it down there – is gaining fast and faster in popularity. The Great Eastern goes but within eight and a half miles of the town, the local line carries you practically to its front door, while the name of almost every station you pass simply forces you to alight.... Sunny Southwold....is easy to reach from London, now it runs its own trains to Halesworth; somewhat less than four hours from Liverpool Street. Brand new red-brick hotels and villas show how quickly Southwold has profited by the improvements in railway service....”

The last Belle steamer of the season was reported leaving Southwold pier on Monday 23rd September, adorned with bunting and to the firing of rockets.

The Halesworth Company of the Suffolk Volunteers was enjoined to attend the Field Practice Association Firing at Southwold on Saturday, 12th October, travelling by the 1.12pm departure from Halesworth, arrive Southwold 1.49. They were ordered to parade at Halesworth in drill order dress.

The newspaper reported on an unusual case which took place in Halesworth County Court on Wednesday 20th November. “*The Great Eastern Railway*

Company sought to recover 5s. 1d. from Mr. Claude F. Egerton, of Blythburgh.... It appeared that Mr. Egerton [sic], having taken a first-class cheap return ticket from Liverpool Street Station to Southwold, for which he paid 13s. 9d., journeyed as far as Halesworth by train, and was then driven to his home at Blythburgh. – The Company maintained that defendant had no right to break the journey at Halesworth, but ought to have gone on by train to his destination, and therefore sued him for 5s. 1d., the difference between the price paid, and the ordinary first-class fare from Liverpool Station to Halesworth. The contention of the defendant was that he, having gone direct to Blythburgh, although not by rail, was justified in breaking the journey at Halesworth. The special conditions, however, under which the cheap ticket was issued, were that it was available for Southwold, Walberswick, Blythburgh, Wenhaston and Darsham Stations only. His Honour, therefore gave judgement for the plaintiffs.”

The Halesworth Times of 3rd December announced that the Mid-Suffolk Light Railway prospectus had just been issued, but that is another story.