

**SOUTHWOLD RAILWAY TRUST**

**NEWSLETTER 63**



**BLYTH**  
LOCOMOTIVE N°3  
SOUTHWOLD RAILWAY

**FEBRUARY 2010**



# **The Southwold Railway Trust**

## **Newsletter**

### **Issue 63 — FEBRUARY 2010**

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**Front cover:** The new logo for the 2-4-0 Project, created by John & George Bennett and inspired by a 1930's poster of the Flying Scotsman. I trust we don't aspire to 'Scotsman' speeds with our replica 'Sharpie'!

### **The Directors**

**President: David Negus (01502 723606)**

**Chairman: John Bennett (01502 724340)**

**Treasurer: David Smith (01502 478535)**

**Company Secretary & Membership Secretary:**

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**Brian Bailey**

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## News from the Editorial Desk

It was very frustrating not being able to inform you all of exciting developments in the November newsletter but now we can 'go public'. Negotiations are at an early stage as we go to print so we have to be patient. Rest assured that when we have more news it will be posted onto the website so, if you haven't done so already, sign up to the on-line mailing list.

It's encouraging to report that the 2-4-0 Project is off to a good start with well over 10% of the "shares" allocated to date. Thanks to webmaster Tim, you can now set up and pay for your sponsorship on-line.

We have had a very useful meeting with Gordon Rushden, ex-General Manager of the Ffestiniog Railway and Stephen Wiggs, a legal eagle and railway enthusiast whose firm set up the original Act of Parliament that created the SR in 1879. They asked to meet us, no less, to see if they could help and guide us with our projects.

A few Board members paid a visit to the Longshop Museum at Leiston where the Aveling & Porter shunting locomotive "Sirapite" was under the final stages of restoration. We met the team responsible for this impressive project and are hopeful that we can recruit them and their skills to our project to re-create "Blyth".

One effect from the AGM last August is that the membership subscription will rise this year from £12 to £15 to cover the increased costs in printing and postage for

this magazine and our public liability insurance. At present, your £12 subscription only just covers these bills and it would be nice to have a bit left over! Those of you who pay by cheque (what will we do when they abolish them?) will get the appropriate payment request with your May newsletter. For those of you who pay by standing order, you will have to request your bank to change the amount. We will remind you in May but you could do this now, well before 1st July.

Alternatively, if you would like to have your magazine sent by e-mail, your subscription can stay at £12. If you look in the website at a back issue, you will see what you would get. E-mail us if you would like to take up this option.

As a member, your subscription can be further increased by Gift Aid if you are a UK taxpayer. This will increase the value of your £15 to £18.75 at no cost to yourself so please fill in the Gift Aid section of the renewal form if you can, even if you did so last year. (We can keep track of our Gift Aid-eligible members better that way.)

**Reminder:** Stewart Green's model of Southwold will be featured in the April 2010 issue of the Hornby Magazine.

Finally, a warm welcome to our latest new members: Anthony Piner of Wellingborough; Graham Atkins of Leighton Buzzard; Philip Burhill of Reydon; R.Bootman of Tournes, France; Andrew Harvey of Thame; Ivan Ladd of Southwold; Nick Pearce of Carnforth; Rosemary Lewis of Halesworth and P Arnold of Benacre.

All the best. JR.



## Chairmaniacal ramblings...

Much to report on the project front. A lot seems to have happened since November. The first components for “Blyth” - the frames and buffer beams – are being manufactured and a launch event for the 2-4-0 Club being arranged for early

March. Money continues to arrive and we have now sold 57 of the 500 shares. An encouraging start but still a long way to go. We spent some time sorting out the Loco Shed and checking out the Herbert Morris gantry. Amazingly it still worked. Here is a pic.

*“Arriving on veranda’d train,  
“Blyth” steaming hard to take the strain.  
We can’t wait to get there again  
And see the sea!”*

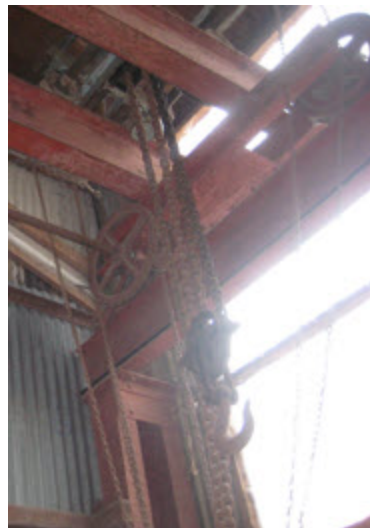
From “Southwold 1922”

The Steam Park project has made some progress in two respects. Suffolk County Council have agreed to upgrade the access road, one of the conditions attached to our planning permission. The cost will be shared between the current users. We still have something of a deadlock situation with regards the contamination issue but there are some hopeful sounds coming from the local authority.

Even more positively, Southwold Town Council supported the idea of running track from a shared Millennium Hall car park by Might’s Road to run to the Steam Park along the Blyth.

But at the moment our primary focus is the “Wenhaston Project” (working title) to which I alluded briefly last time following an approach by a farmer at our Henham stand in September. In a nutshell, we have the opportunity to restore about a mile of continuous track on the original trackbed on a stretch which lies in the middle between Blythburgh and Wenhaston. This is very exciting. We have been busy speaking to landowners, neighbours, Suffolk Wildlife Trust, Suffolk Coasts and Heaths, Suffolk Coastal planners, the general upshot being that it is starting to look like a very possible project which a number of Wenhaston people seem to support. Two of our Board, Tim Heaps and David Smith, live in Wenhaston and this has been very useful. David Negus is producing maps and drawings and we will try to make a planning application as soon as we can. We are giving a presentation to Wenhaston Parish Council in February. More next time.

I can’t believe we are just starting our *fifth* year of running the shop. Where does it go? Posters and mugs bearing the new logo (cover) will be on sale soon. We have taken advantage of a slack time in January to paint up the replica full size coach and, overseen by Stewart Green, generally redecorate the whole shop. We do need to sell some stuff to keep it all going and we would be grateful if you could either buy things or come and help in the shop for a couple of hours. This is great fun. You can play with the train set, listen to the new retro radio and meet all sorts of interesting and kindly people.



Here is a photo of the completed *Pen-y-Darren* locomotive that was entertaining me at the time of the last issue. Well, as completed as it is going to be. There are, of course, half a dozen bits left over that do not seem to go anywhere. I am sure Mr Trevithick had the same problem.

Following my “less debt and more Meccano” diatribe last time, I received an interesting idea from Richard Castle which I hope JR has some space for. (*Sorry, John. Next time. JR*)  
See you at the Annual Dinner!

*John Bennett 28<sup>th</sup> January, 2010*



## **2-4-0 PROJECT NEWS**

The Southwold Railway Trust has now started the construction of “BLYTH”, the Sharp Stewart “No 3” 2-4-0 locomotive that was delivered in 1879 and ran on the Southwold Railway for nearly 50 years. We have over £18,000 in the Loco Fund to make a start and, thanks to local builders Duncan & Son, a well-appointed shed in Southwold in which to build it. We have already installed therein two 15 foot lengths of original 30lb rail on sleepers to support the construction but eventually the loco will run on a three foot gauge track on the Southwold Railway Steam Park sited at the end of Blyth Road, Southwold, planning permission for which was granted in February 2009.

We have launched the 2-4-0 Project to generate monies required for the project by seeking sponsorship in £240 units relating to specific components. Listed on our website are 172 components in varying unit allocations, including 58 boiler tubes: we thought it a nice idea to commemorate those who worked on the Railway by naming tubes after them. You can sponsor a whole component or just a part of one component provided that your donation is a multiple of £240. We hope to raise £120,000 for the components with the actual assembly being undertaken by volunteers, ourselves and others, including local schools and colleges with which we are trying to establish links - we may also attract some Heritage Lottery money.

Sponsors will receive a Certificate of Donation noting the component and the gift: there will be a brass plate fixed to the loco, probably on the rear of the cab, listing the names of sponsors and the components sponsored. There will be an invitation to the annual Sponsors Open Day at which there will be the opportunity to partake in railway style events! To become a sponsor, choose a component (or unit thereof) by scrolling through the lists set out on our website (Rolling Chassis, Cab, Tanks, Controls etc.), complete the sponsorship form, then click through as directed on screen. If you are a UK taxpayer and the Gift Aid rules apply to you, then that is obviously helpful to us in adding a further 25% at no cost to yourself and which can go towards the assembly process – please complete the form as directed. Thank you and welcome to the 2-4-0 Project!

David Smith, Treasurer.

# SOUTHWOLD RAILWAY INCIDENTS

in the Year 1917 (part 2)

by Ian Bunting

The Halesworth Times began the year with a couple of insignificant but curious items. *'The Great Eastern Railway Company has announced that on and from the 1st February, 1918, they will discontinue to supply Sea Water'*, and, *'The [Southwold] Town Clerk reported that Mr. Doy had offered £12 per annum for the hire of Spot Marsh which the Council agreed to accept, provided the racquet court was not used as a stable'*.

On the 12th February, under the stirring headline, *'CAPTURE OF ESCAPED GERMAN PRISONERS'*, the newspaper described how four prisoners had escaped from Brockton Camp, Shropshire, and had been captured on Thursday morning, 7th February, on Southwold Road, Bulcamp, by Mr. H. Havers, booking clerk of Halesworth Railway Station.

Digressing for a moment, The Railway Gazette of the 22nd February 1918, on page 216, gives details of railway company employees released from railway employment (a reserved occupation) to serve in the armed forces. The figures came from the Railway Executive Committee and cover the period up to December 1917. Nearly all railway companies are listed and I set out below just a few examples:

London & North Western Railway	28,903
Lynton & Barnstaple Railway	18
Festiniog Railway	15
Mid-Suffolk Light Railway	13
Southwold Railway	1

Men were conscripted, subject to the railwaymen's skills and being fit for overseas service, in four categories. Those most likely to be conscripted were in category 1 (Youngest unmarried men under age 31) whilst of those eligible but least likely were in category 4 (Married men 31 – 41 with fewest children). As David Lee makes clear in his letter in Newsletter 61, there is no known record of whom, if anyone, the Southwold Company's released railwayman was.

Returning to the Halesworth Times, on the 12th March it was recorded at a meeting of the Halesworth Urban Council that, *'The Highways and Sanitary Committee reported that they had instructed the Clerk to inform owners of traction engines that they would be held responsible for any damage done by their engines to the drains on the Quay'*.

On the 26th March, *'The only alteration announced by the Great Eastern Railway affecting this district at present is that the 5.12 p.m. train (Tuesdays only) Halesworth to Beccles, will be discontinued in April. The G. E. train service is now under revision and important alterations will probably come into force about the middle of April'*.

The following is worth quoting in full, *'The annual meeting of the shareholders of the Southwold Railway Company was held at the offices of the Company, Victoria*

*Street, Westminster on Tuesday [26th March]. Mr. A. C. Pain, J.P., presided; Mr. W. Steele Tomkins; Mr. W. C. Chambers, and Mr. Herbert W. Chambers (directors), and Mr. H. Ward (manager and secretary) were present'.*

*'The Chairman in submitting the annual report and statement of accounts, referred to the unfortunate prolongation of the war, and said that the railway, which was still under the control of the Government, was fully occupied in carrying military traffic. A summary of receipts and expenditure on the revenue accounts showed railway receipt,; £7,864; miscellaneous (net) from rents, interest etc., £208; expenditure,*

*£5,951; total net income £2,121. To this was added £7,858, balance from last account, making a total of £9,979. From this was deducted £1,092 for interest, fixed charges etc., leaving a balance of £8,887. From this balance the directors recommended the payment of the full dividend on the Preference shares and a declaration of a dividend for the year on Ordinary shares at the rate of 1 per cent., carrying forward £8,038 to next year.'*

*'Resolutions were passed adopting the recommendation as to dividends. Mr. Walter C. Chambers was re-elected a director and Mr. J. J. Mayhew was re-elected auditor.'*

To be continued.....

## Rails End

On 26th November 2009, Wilfred George, the gentleman behind the delightful hand-drawn maps of Southwold and the surrounding area, officially handed over Rails End, a section of SR trackbed near to the Folly to the Halesworth Millennium

Green Trust. After the SR closed, Mr George purchased the land for both his own enjoyment and with a view to preserving it for posterity.



Left: Mr George, Richard Woolnough of the Halesworth Millenium Green Trust and SR Chairman John, photographed at the official ribbon-cutting ceremony by Tim Heaps.

## Future Events

The next Track Walk will be on Saturday 1st May at 10:30, meeting at Halesworth Station and walking to Wenhaston for refreshments, courtesy of Ellie Smith and Tim Heaps.

See the back cover for details of the 2010 Annual Dinner. The Blyth Hotel has been able to hold last year's price, £17.50 per person, while still offering a varied and interesting menu.



# ***ALAN TAYLOR'S ALBUM***

First of all may I thank those members who have offered names or confirmations for the members of staff I showed in Newsletter 62. However, I feel there are others of you out there who can help especially with initials and first names so please take another look and drop a line to the Editor.

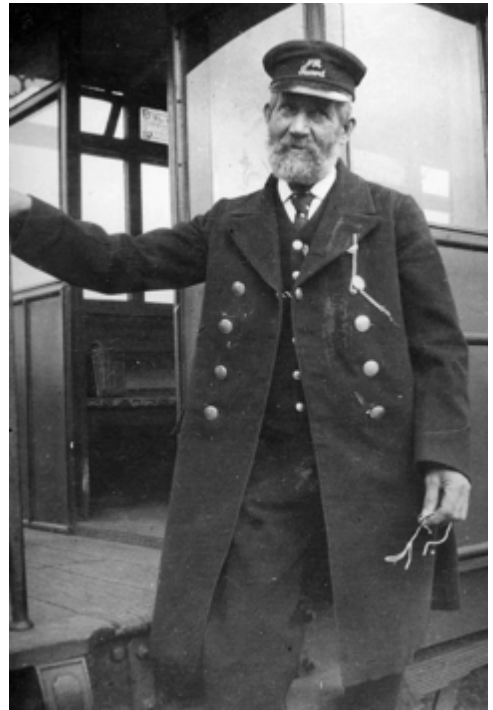
Allow me to indulge myself by showing three photographs of Guard Wright:

A E Wright (have I got the initials right?) was, in all probability, the best known member of the Southwold Railway staff having joined the Company at its inception and not retiring until the First World War.

Left: Here he is in his nineteenth century double-breasted jacket and peaked pill-box type cap.



Right: By about 1910 his uniform consisted of soft-topped cap and double-breasted frock coat.





Left: Getting toward the end of his working life yet another change of garb. It is reported that in 1931 he was asked if there was any truth in the story that the carriages originally were adorned with paintings of Chinese dragons. His reply was that this was not so. The story may have come about by the fact that his co-worker the Locomotive Foreman had worked on the Woosung Railway and he did on occasion wear Chinese clothes.

Below: This photograph could have been taken at Southwold Harbour and is said to be of a group of railway workers. Is this so and who are they?



Some time ago I was working in the Southwold Railway Shop when a charming lady came in to purchase a book she had found in one of the tubs outside. We got chatting about the railway and she flicked through a copy of *Branch Line To Southwold* (Middleton Press) until she came to plate 112, when she let out an excited cry of “That’s my grandfather!”

I knew the photo very well and she started to tell me all about him. The caption names him (wrongly as it happens!) as George Self, whereas his actual name was Albert Edward Self and he was the carter for W Doy & Son, who had the contract to meet train arrivals at Southwold and deliver goods and parcels about the town. His granddaughter – Veronica Gerell – invited me round to her home to chat about Albert for our Southwold Railway archive and showed me her extensive family tree, featuring many other names instantly recognisable to the Southwold Railway historian (such as Howell and Stannard). I was privileged to be able to borrow some treasured family photographs to add copies to our own archive, and to learn much more about this face so familiar from contemporary photographs. Albert worked for the railway right up to the end and is usually recognised by his walrus moustache, flat cap and leather apron, so it was fascinating to see him pictured in his youth before his moustache turned white, as well as seeing him with his wife, Florence (herself a Stannard before her marriage).

Veronica was also kind enough to put me in touch with Cyril Doy – grandson of William Christmas Doy (owner of the company that employed Albert Self), and son of Walter James Doy (whose face is also recognisable from contemporary film footage taken just before closure). Cyril, too, has been kind enough to contribute reminiscences to our archive. It would be wonderful to be able to have a brief biography of those who worked on the Southwold Railway linked on the website with the boiler pipe dedicated to their name.

I have interviewed various local residents who either travelled on the railway or whose grandfathers were connected with it, so if any members can put us in touch with relations of SR workers we would love to hear from them, and hope to feature other characters from time to time in future newsletters.



Above: an early SR photograph with a young Albert holding the horse's head.

Left: Florence & Albert Self.

Below: Albert in the 1920's in a classic pose, with his patient carhorse, Lion.



Regarding models of the Southwold Railway: there have been many articles in past newsletters (some from the days before full colour issues) of models of various scales and gauges by Teddy Boston, Simon Wilson, Stephen Blazire, Peter Kayser, John Phillips and myself among others. I hope to illustrate as many of them as possible as an occasional series in future issues and would be delighted to hear from any member who would like his/her models to be included.

# *Letters*

David Lee responds to Alan Taylors's plea for the identity of the men in his photographs in Newsletter 62:

Page 8: Confirm W.G.Jackson taken by Loco Publishing Co. circa 1912  
Right probably H.J.Stannard in same photo as above

Page 9: Confirm N.C.Fisk in 1920's Driver  
Right probably A.G.Stannard, Fireman on footplate  
Left probably F.C.Moore, Fireman. Date of both photos circa 1911

Page 10: Right F.C.Moore, Fireman on footplate  
F. (Putter) Collett, Driver on step, also known as Jack.  
Left probably A.G.Stannard, fireman and General Manager.  
Both photographed on same print circa 1912 by Loco Publishing Co.

David adds: "I was recently reading an article on the Southwold Railway on page 121 on the magazine "The Locomotive" dated June 15th 1916 in which it is stated that:

'The engines are painted blue and picked out with red lines similar to Great Eastern practice.'

This statement will not refer to no.4 but relying on it being accurate alters my conjecture on painting in newsletter 60 and I now assume that the 'blue' period on the SR extended to at least 1915/16. Painting in black could have been from 1920 (no.2), possibly late 1916 (no.3) and 1918 (no.1) based on known overhaul dates."

Stewart Green writes:

Responding to Alan Taylor's Album notes in the latest Newsletter, I believe the driver of 'Blyth' (the lower picture on page 8) is John Stannard. He also appears in two photos (83 and 84) in the Middle Press Branch Line to Southwold book. The first of these pictures is reproduced as part of the Hillside Publishing Rails to Southwold DVD, where the voiceover tells the viewers that the driver is John Stannard.

The lower picture on page 9 may also be of John - photographed from the other side - or the family likeness could have been his brother (Tom?) who was also employed by the railway at the same time. I believe the photo at the foot of page 10 may also be the same brother - it's something about the eyes!

Finally, in connection with Ian Bunting's 'Events' article last time, Raymond Green writes to confirm that the copy of the Halesworth Times for 11th December 1917 is also missing from the collection at the Records Office in Lowestoft.

**Southwold Railway Shop**  
**27 High Street, Southwold. IP18 6AD**  
**Telephone 01502 725422**

We try to open every day except Sunday from 10am to 1pm (plus afternoons if we have volunteers) and all day on Saturday from 10am to 4pm.  
If you are making a special visit we can also open by prior arrangement.

**SOUTHWOLD RAILWAY & BLYTH VALLEY WALK £5.00**

The well received guide to walking the trackbed (or adjacent footpaths) with details of the old railway, wildlife and information on all SR features extant or disappeared.

**Special offer: THE SOUTHWOLD RAILWAY CHILDREN £5.00**

Book of reminiscences of people who travelled as children on the SR.  
Many original and previously unpublished photographs and drawings.

**THE HERONRY PRINT £5**

Peter Green's excellent painting on an A2 size landscape format print of a SR train between Blythburgh and Walberswick  
(Sent rolled in a tube so please add £2 for postage and packing - thanks.)

**BRANCH LINE TO SOUTHWOLD £15.95**

The excellent Mitchell & Smith book. Hardback

**RAILS TO SOUTHWOLD DVD £17**

The 30 min Hillside film of the SR including early newsreel footage of the line

**JOE CROWFOOT POSTCARDS £9**

Set of 18 full colour postcards of Joe's excellent and evocative SR paintings.

**BLACK & WHITE PHOTOGRAPHS £5**

Set of 12 photos of SR locos and views of the railway

**SOUTHWOLD RAILWAY GAME - £12.95**

Entertaining SR board game

**BACK ISSUES OF NEWSLETTER** (most numbers up to issue 50) **£1.50 to clear**

*This is just a small part of our stock. Visit [www.southwoldrailway.co.uk](http://www.southwoldrailway.co.uk) for many other items and second-hand books.*

Please send your order to the shop with a cheque payable to the **Southwold Railway Shop**, adding 10% of the total cost to cover P&P (min £1).

# SHOP NEWS

*Just like many other retail businesses at the moment, the shop is going through a lean period. At this time of the year, the low number of visitors to Southwold is apparent and those we do get are not spending as much. So if you have been thinking of making a purchase, please don't hesitate. Alternatively, if you have any unwanted railway books or model railway stuff that you are willing to donate, please get in touch. Also, more volunteers to staff the shop are always welcome - if we are not open, we sell nothing! As exciting things could be happening soon we desperately want to retain the shop as it is our valuable public relations "shop window". Stewart Green has recently completed a makeover inside the Shop. The whole place has been tidied and re-painted, the "Coach Side" partition is now a sort of "SR Red" and must be seen! Come and visit soon!*

## Resin kits 4mm scale

Open wagon Low-end, as rebuilt	£5.50
2-plank wagon, as rebuilt	£5.50
6-wheel coal wagon Moy body only	£5.75
6-wheel coal wagon SR body only	£5.75
Van, as rebuilt	£7.60

## Injection kits 4mm scale

Open wagon High end	£6.00
Open wagon Low end	£6.00

## Sundry

Cleminson underframe, 12mm (modification needed for 9mm)	£5.50
009 chassis	£2.25
009 wheels per axle (9mm)	£1.25
00n3 wheels per axle (12mm)	£1.75
Decals per strip: specify requirements	£1.00

## 7mm Resin kits (0-16.5)

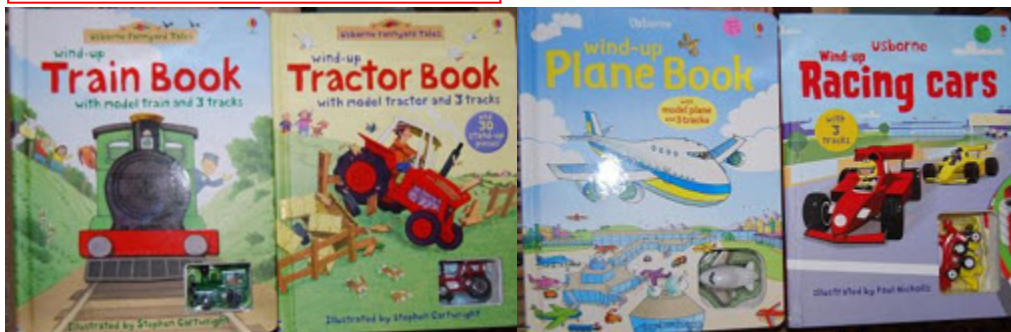
Van body as rebuilt (for 00 chassis)	£13.95
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**Remember that the SR Kits are now available through the on-line shop.**

**We still have the Joe Crowfoot Wenhaston Station Christmas cards at £6 for 10 (plus £1 p&p for any quantity)  
Stock up for next Christmas!**



4mm scale 4 wheel wagon on 009 chassis



**Usborne Books:** The Train Book is especially popular with "Grandads", seemingly irrespective of whether they have grandchildren or not! Prices are:- Train: £14.99; Tractor: £14.99; Plane: £16.99 and Racing Cars (with two cars): £17.99. Please add £2.50 each for p&p as these are bulky items.

# *And finally...*

## New Year Track Walk

Just to emphasise the old adage that there is no such thing as a free lunch (particularly one as good as Jane Bennett's), Maureen casually mentioned on the way to Blythburgh that I had been delegated (*I prefer the word "volunteered" - JR*) to do the walk write up. So here goes ....

It was the most perfect day for the New Year railway walk from Blythburgh to Southwold. There was a crystal blue sky and crisp snow under foot. The first glimpse of the Blyth estuary is always a sublime sight. Today there was a central mass of white seagulls and the blueness of the water encircling them almost mirrored the sky.

Thirty-one people (plus the obligatory dog – Max) started the walk from opposite the White Hart pub and from my vantage point at the back of walk with Maureen and JR, we certainly did seem like a "Train full". Following the group photograph, we chugged along some hundred yards to view a recently unearthed piece of railway track (according to our Chairman, saved by being covered with a concrete search-light emplacement during the Second World War).

We continued our journey weaving through the stunning Scots Pines of the Heronry. The narrowness of the path moulded our group into a train like form, coupled and moving in unison towards the second photo opportunity at the Cattle Creep - a derelict bridge that allowed cattle to cross under the line.



Our final stop was the concrete plinth of Walberswick Station with the sun still shining on our backs. Our Chairman observed that Charles Rennie Mackintosh and Phillip Wilson Steer, amongst other artistic greats of the late Victorian period, would have stood on that very spot.....

By the time we arrived back at the Bennetts' (for Jane's super turkey stew with her secret addition; who knows what that is?) our numbers seemed to have mysteriously swelled! What a great start to 2010.

Sheena Kelsall

# **SOUTHWOLD RAILWAY TRUST**

## **ANNUAL LUNCH**

**This event will take place on Saturday 10th April 2010  
at 12.30 for 1.00 at:**

**THE BLYTH HOTEL, STATION ROAD, SOUTHWOLD**  
**The cost is £17.50 per person for three courses plus tea or coffee  
and includes VAT and Service Charge.**

### **Starters**

**Roast Plum Tomato and Thyme Soup** with Rocket Pesto  
**Pan Fried Dingley Dell Pork Belly** with Apple and Frizze Salad and Crackling  
**Deep Fried Whitebait** with Tartare Sauce and Rocket Salad  
**Herb Crusted Goats Cheese** with Garden Leaf Salad and Balsamic Reduction

### **Main Course**

**Steamed Beef, Mushroom and Ale Suet Pudding** with Parsley Mash,  
Roast Vegetables and Thyme Jus  
**Pan Fried Salmon** with Crushed New Potatoes, Creamed Leeks and Crispy Leeks  
**Stuffed Suffolk Chicken** with Crushed Root Vegetables,  
Roasted Garlic and Cream Jus Sauce  
**Pan fried Potato Gnocchi** with Ratatouille and Grated Parmesan

### **Desserts**

**Steamed Lemon Sponge Pudding** with Vanilla Custard  
**Bramley Apple and Cinnamon Crumble** with Stem Ginger Custard  
**Iced White Chocolate Parfait** with Chocolate Sauce, Caramelized Bananas  
and Raspberry Sorbet  
**Selection of Ice Creams and Sorbets** with Fruit Compote and Biscotti

To book, please write to **Southwold Railway Trust, 27 High Street, Southwold,  
Suffolk. IP18 6AD** by Friday 26th March **giving your choice for each course**  
and enclosing a **cheque** for the full amount payable to **J P RIDGWAY**.

No refunds can be made after this date  
unless there is a waiting list and replacements can be arranged.

There will be a suitable film for the occasion afterwards at  
The Electric Picture Palace in Southwold.