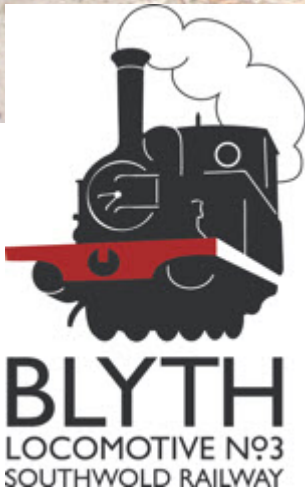


SOUTHWOLD RAILWAY TRUST

NEWSLETTER 64



MAY 2010



The Southwold Railway Trust

Newsletter

Issue 64 — MAY 2010

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Front cover: The frames of "Blyth" in the erecting shed at Southwold, temporarily bolted together. They were painted by Oliver Densham just in time for the Launch Party on 9th March. The rear buffer beam is nearest the camera.

The Directors

President: David Negus (01502 723606)

Chairman: John Bennett (01502 724340)

Treasurer: David Smith (01502 478535)

Company Secretary & Membership Secretary:

Maureen Ridgway (01502 722686)

Brian Bailey

Stewart Green

Tim Heaps

David Lee

John Ridgway

Graham Thurston

Website: www.southwoldrailway.co.uk

Newsletter Editor: John Ridgway

27, High Street, Southwold. IP18 6AD 01502 725422

E-mail: mail@southwoldrailway.co.uk

News from the Editorial Desk



Wow! Those frames are an impressive sight. Larger than I thought they would be and such a tangible start to the project.

If this issue arrives in

May it will be nothing short of amazing. Maureen and I will have been "on tour" in the caravan since Easter, visiting the Lynton & Barnstable and Launceston railways plus the odd bit of standard gauge. The bulk of this edition will have been assembled in March with just JB's latest "news" to be inserted before going to the printers. Then we are off again, this time by air to Sardinia to do the narrow gauge there.

So how many of you spotted the "deliberate" mistake in the last issue when I mis-titled Ian Bunting's 1918 events as 1917? Apologies to you all, and especially to you, Ian. Also on page 12, I somehow promoted A.G.Stannard to General Manager when he was just a general man! Perhaps I should

start a "spot the error" competition as at least one seems to creep through every time! On the plus side, my thanks to Stewart for his article on "Life on the SR" last time. The photo of Albert Self was wonderful - such dignity! More please Stewart.

I must express our thanks to member Peter Rogers for donating a 45mm gauge open wagon and buffer stop for our working model of No.1 in the shop. The wagon will eventually be home for a battery pack so we can take No.1 out and run it on other model railways that lack track power. (Peter's garden line for example!)

Finally, welcome to our new members: Martin Hill of Lowestoft, James Cecil of Leiston, Julian Hirst of Southwold, Derek Askew of Church Stretton, G. Hodges of Wenhaston, Peter Faggetter of Windlesham, John Perkins of Southwold, Barry Bridges of Ware, Malcolm White of Lowestoft and Paul McLoughlin of Romford.

All the best. JR.



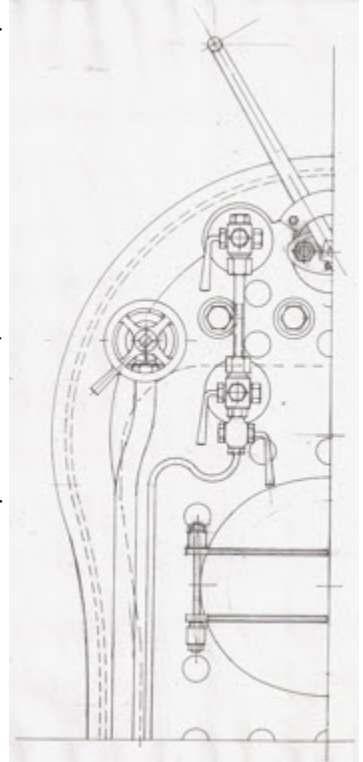
The new interior of the shop showing the replica carriage side and door with prototypical etched glass (courtesy of Stewart Green, who else!). Right: Looking along the coach side, it looks twice as long as the shop is wide. It's all done with mirrors!



Chairmaniacal ramblings...

I confess that it was an emotional moment when I first saw the frames assembled in Pegg's yard at Aldeburgh. The birth of Blyth! Even temporarily bolted together, with those distinctive buffer beams, it looked like the start of the locomotive that had been lost seventy years ago. Interestingly, the buffer beams are in three sections, the central section being the end of the frames, and the end sections removable to facilitate access to the cylinders. We are continuing to work on the drawings, teasing out the details from the original general arrangement drawing that survives. This is such a brilliant piece of draughtsmanship that we can garner 90% of the details from it, the rest being established by photographs (many thanks to Alan Taylor) or intelligent guesswork. It has been great to work in feet and inches again! We are currently working on drawings for the footplate and the boiler, but here is the boiler backhead drawing (well half of it) showing how we think it was. Were there one or two water-gauges? An academic point as we will have to have two for safety reasons. Were they vertical or slightly angled? Vertical, we think.

The 2-4-0 Club is growing and we have now raised around £30,000, a quarter of the target. Our launch in March was a successful, somewhat surreal event, with about 100 guests, existing and potential Club members attending our candle lit Rabbit Stew supper in the Engine Shed. Trackside Crumble followed with fruit handpicked from the side of the track including pineapple! Actor Bernard Hill (Titanic, Lord of the Rings etc) unveiled the frames for us. Another magical moment.



Our member Arthur Ayres has donated a number of items for sale to help the Loco fund. There is a large collection of Meccano, with some rare bits like signal arms, a Bayko building set, an original Sergeant Pepper LP and some other items. Details will be on the website if any member is interested before we put them on EBay. Many thanks Arthur.

But the most exciting news is the development of what we have called the Wenhas-ton Project. We are making real progress with the scheme to reinstate over one mile of track on the original trackbed near Laurel Farm (originally Beaumur) The proposal will include a near station at the eastern end - Blyth Valley Station, a visitor area utilising and extending old farm buildings at Laurel Farm Siding and a Halt near the Wenhas-ton end. There seems to be enthusiasm for the idea in Wenhas-ton village and the planning department with Suffolk County Council also being encour-aging. We have also been talking to the Suffolk Wildlife Trust who we hope will be actively involved in the wildlife aspects of the project that we want to encourage. We can buy some old 35lb rail from a railway in Devon which we have just been to look at. 30lb rail, used on the old SRy, is no longer available, but 35lb is close in size. One or two of the trustees favour 50lb but the 35lb rail will be a quarter of the price and will get us started. The first phase will be a quarter mile section from Blyth Valley Station to Laurel Farm Siding Engine Shed. It is important to get up and running to generate revenue as soon as we can. The drawings and Environmental Impact Assessment are almost complete and we hope to submit the planning application in the next few weeks. In a press release for the heritage railway magazines I put out a plea for anything 3ft gauge that we could use. So far we have had some interesting responses including the offer of a Simplex. I am off to the Isle of Man in June to see what we might beg, borrow or buy from them.

The Annual Lunch was the usual jolly event. It is always good to meet new members. The membership is growing well at the moment. The May Track Walk was also fun, with more of us than usual. An unexpectedly delightful morning culminating at a marvellous lunch in Wenhas-ton provided by Tim Heaps and Ellie Smith. It really is the best time of year to see the Blyth Valley.

Hope to see you at the AGM when we will have more news of Wenhas-ton.



2-4-0 PROJECT UPDATE



Shares worth over £20,000 have been purchased to date as the Project gets underway so we have nearly £30,000 in the fund including other donations.

Note that subscription renewals are due soon. You should find the appropriate renewal form in the envelope with this newsletter. Please complete and return them to “SRT Membership Secretary” at the shop address.

Thanks. Maureen.



SOUTHWOLD RAILWAY INCIDENTS

in the Year 1918 (part 2)

by Ian Bunting

The Halesworth Times of the 9th April announced that, 'Mr. A. Muttitt, who has been employed in the Goods Department at Halesworth Station for just over 17 years, was recently appointed Chief Goods Clerk at Darsham. During this period Mr. Muttitt has evinced considerable interest in Friendly society work, having passed through the chairs of the "Clarence" Lodge M.U.I.O.O.F, and also discharged the duties of Secretary to the local "Female" Lodge for the past three years. In connection with the Red Cross he has also rendered good service, having been a member of the land V.A.D. since the commencement of the war, and latterly filled the position of Section Leader. His many friends will wish him every happiness in his new sphere of work.'

The following relates to the services of the G.E.R., up services being to London, Liverpool Street. 'The new time tables which come into operation to-morrow (Wednesday), May 1st, the local portion of which will be found in our present issue, will be seen to embrace several alterations and curtailments. In connection with the down trains, the first is due [at Halesworth] at 8.34, ten minutes later, the 9.54 disappears whilst the 11.45 and 1.3 will be each a few minutes later. The afternoon trains remain, with the exception that the 7.59 and 10.53 are knocked

off. In regard to the up trains, there is a slight variation in the starting times, and the 7.27 p.m. will not run. The down train on Sunday mornings arriving at 10.11 will also be discontinued.'

The newspaper reported that on Saturday, 4th May, a party of 23 wounded soldiers arrived at Halesworth Station by the 1.15 p.m. mainline train. The train was delayed by about ten minutes to allow them to be loaded into two motor ambulances, to be taken to the Patrick Stead Hospital.

The following week there was a report of the annual meeting of the Halesworth Urban Council, 'A circular and draft of suggested regulations for future coal supplies to households has been received from the Household Supplies Branch of the Coal Mines department of the Board of Trade. From them it appears that it is proposed shortly to set [up] Local Coal Committees in all urban and rural districts with a view to the regulation of the supply of coal in the coming winter...each local authority will be instructed to appoint a committee representative of general interests, including coal merchants, gas and railway companies and the labouring classes.'

At the beginning of June there was a report of £70 charitable funds being raised in Southwold. 'The Southwold

War Depot, which is a branch of the Ipswich Hospitals Supply Depot, and whose funds were running low, received a much larger benefit from the Dramatic Entertainment given for their assistance, than was anticipated.'

sill was found guilty of stealing £5 10s. in silver and two gold watches from the proprietress [sic] of the Station Hotel, Southwold.' The lady concerned was a Miss Hatton and the soldier was given three months hard labour.

Despite the war crime was still evident in the area, as shown by the following two extracts which appeared in June. At Halesworth Petty Sessions *'William Bacon, boot clicker, and Claud Rayner, baker's assistant, pleaded guilty to breaking three insulators belonging to the Great Eastern Railway Company at Halesworth. The case was proved by railway police inspector Rainbird, who stated that a number of insulators had recently been broken in the neighbourhood of Halesworth'*. They were fined five shillings each.

An article entitled *'THE G.E.R. DIVIDEND'* appeared in the Halesworth Times on the 23rd July. *'The Directors of the Great Eastern Railway Company on Friday [19th July] declared an interim dividend on Ordinary Stock of 10s. per cent for the first half of the year 1918. The dividend warrants will be posted on the 14th proximo. The increase in the dividend (writes the secretary) is made with a view to a better apportionment of the revenue between the interim and final dividends, and must not be taken as an indication of a large dividend for the year.'*

A more serious case was heard at Southwold Petty Sessions. *'Private Jack Tan-*

To be continued.....

Past & Future Events

We would hope to have our usual stand at the Henham Steam Rally on 18th/19th September and the usual Autumn Track Walk from Wenhaston to Blythburgh on a date yet to be set - more details next time. Just 10 members and partners did the Track Walk from Halesworth to Wenhaston on 1st May ending up for a super al-fresco meal in the garden of Ellie and David Smith with food courtesy of Ellie Smith and Tim Heaps.

Stalwart track-walker Graham Cross came all the way from his home in Essex for the event despite the fact that he would be unable to do the actual walk after recent surgery on his leg. Best wishes for a speedy recovery Graham, so you can join us on the next





ALAN TAYLOR'S ALBUM

Continuing the theme from last time featuring people from the history of the Southwold Railway.

Right: What could be Southwold water tower appears on the original print. The letters on his jacket lapels are indecipherable but it could be SR on his cap. Who is he?



Left: Have we seen this man before? A snapshot which came from the collection of the late Reverend Teddy Boston.

Right: Three men to load/unload a few parcels! Who are this 1920's trio? The two open wagons are original 1879 stock.



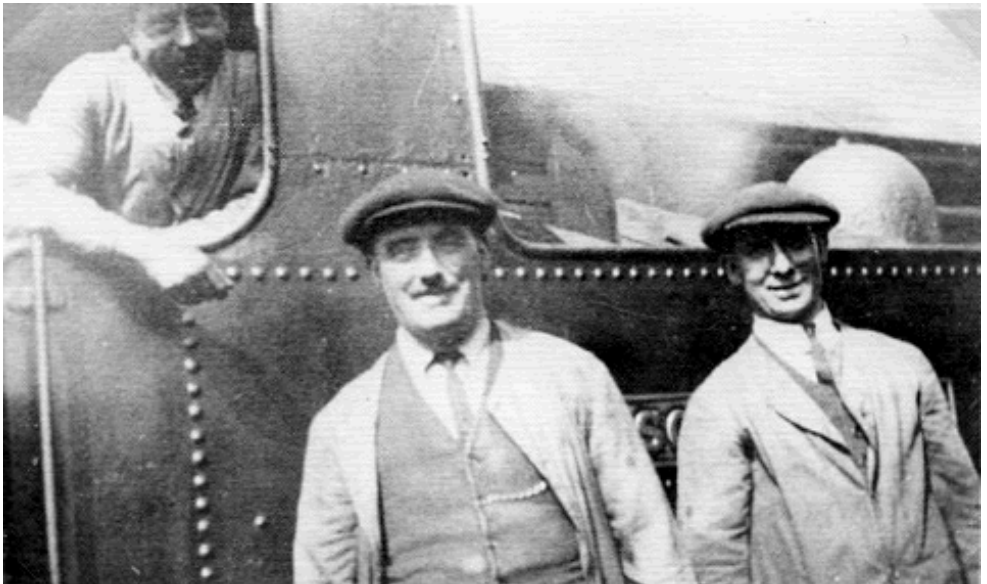
Above: Mitchell and Smith name this 1929 group as Mr George Burley, unknown cyclist, Stationmaster Bert Girling, Mr Aldous and Mr George Self. Have they got it right and what jobs did these workers do?





Above: A photograph taken at Southwold a few days before the closure for a newspaper (The Eastern Daily Press ?) Who are the locomotive crew and station staff being bid farewell by Stationmaster Bert Girling?

Below: Driver Neil Fiske is in the cab of 'Southwold' but who are the Fireman and Fitter?



Letters

Alan Taylor writes after the 2-4-0 Blyth Launch event:

Dear John Bennett,

I must say what a fantastic function last evening was.

To start with the building, being the old Southwold Electricity Works, is a piece of genuine industrial archaeology but with its overhead crane is also a practical and spacious workshop.

I was expecting perhaps a couple of dozen stalwarts but to find the place packed shows that the Trust has really gathered enthusiastic support.

I must not forget the catering. The 'Blyth Hotel' must be on its toes to match it at the Annual lunch!

But of course the highlight of the evening was the unveiling ceremony. I was both surprised and amazed to see the frames of No. 3 Blyth. Not a wood mock-up but real heavy steel plate cut to the correct shape !!! And yet more pleasing it is not a product of eastern Europe but of skilled craftsmen employed in Suffolk.

At least three cheers for all those involved.

I can no longer wield a two pound hammer and cold chisel as I did in Wartime Britain and again at Bressingham in the firebox of a locomotive which had been left by its Coal Board crew with clinker fused to its grate and fire tubes. I can put a bob or two into the kitty,

Best wishes,

Alan Taylor

On Sunday 21st March, John B and Stewart Green were invited to a private ceremony to mark the completion of “Sirapite”, prior to its official launch on Saturday 27th, the first day of the 2010 season at The Long Shop Museum in Leiston. As reported in recent newsletters, this Aveling & Porter locomotive, originally Garrett’s factory shunting loco, has been restored by Trevor Wrench and his small team and a superb job they have made of it!



Minutes of the AGM of the Southwold Railway Trust held at The Electric Picture Palace, Southwold on 8th August, 2009

27 members attended the meeting and apologies were received from a further 5 members.

Introduction. The President, David Negus opened the meeting and welcomed all present.

Minutes of previous AGM. Acceptance of the minutes of the meeting held on 2nd August 2008 was proposed by Stewart Green, seconded by Geoffrey Crabb and carried by a vote from those present.

Treasurer's Report. Presented by David Smith. Acceptance of the report was proposed by Trevor Kelsall, seconded by Ian Bunting and carried by a vote from those present.

Election of Officers/Directors. All current directors expressed their willingness to stand for re-election. There were no proposals for new directors. Geoffrey Crabb proposed that all the current directors be re-elected en-bloc. This was seconded by Ian Bunting and carried by a vote from those present.

Chairman's Report. Presented by John Bennett. (*Printed in August 2009 Newsletter*)

Any other business. None notified.

The Chairman then invited questions from the members present:

Mike Bootman asked about the whereabouts of original Southwold Railway Company documents. They needed to be kept safe. Would the local Council have any? Discussion ensued and it was pointed out that, under the Freedom of Information Act, the Council must act if they have any documents. John Bennett stated that he would discuss the matter with David Lee.

Geoffrey Crabb asked about progress on the descriptive plaques along the old line. Tim Heaps stated that the design and locations for the plaques still needed to be agreed.

Peter Bridge asked about donations already made to the loco fund following the launch of the new 2-4-0 Club. John Bennett replied that a member's donations received to date would be transferred to the new scheme and those members would be credited accordingly within the new scheme.

Trevor Kelsall asked what implications there could be if, as suspected, the original SR Act of Parliament had not been repealed. David Negus replied that, even if the Act was still in place, as in the case for the reinstatement of the Welsh Highland Railway where although the land could be acquired, the current market price had to be paid for it.

Tim Heaps suggested that, to reduce printing and postage costs, newsletters could be available to members via e-mail. Mike Bootman queried whether there would be problems with layout and photos. Tim Heaps replied that newsletters would be in high resolution on the website but low resolution for e-mail. A show of hands indicated that 10 members present would be interested in the e-mail option although most preferred to receive the printed version. Mike Bootman pointed out that e-mail would not be a valid medium for some documents such as AGM notices.

There being no further questions, the meeting closed with a showing of a short film about the Launceston Steam Railway in Cornwall.

Southwold Railway Shop

27 High Street, Southwold. IP18 6AD

Telephone 01502 725422

We *try* to open *every* day from 10am to 1pm (plus afternoons from 1pm to 4pm 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 10 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) **£0.50 to clear**

This is just a small part of our stock. Visit 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

The shop is looking very smart after the clear-out, re-paint and general tidy up. We even have a proper carpet on the floor, courtesy of someone else's clear-out! All we lack is customers.

Stewart has launched his new range of mugs featuring the new 2-4-0 project. They are £6 each plus £2.50 postage as they are quite heavy and bulky. Of course it would be cheaper for you to come to the shop and collect them for yourself. That way, you can admire Stewart's etched glass (right) for yourself and buy something else with the money that you would have spent on postage! If you want to spend a bit longer having a good look at the goodies for sale, why not volunteer for a three-hour slot on the staffing roster?

Also, as Spring is with us, Len Harris has a selection of excellent plants for sale. (*Lovely tomatoes last year. Thanks, Len - JR*)

Donations for the shop are always gratefully received, especially model railway items, paperback fiction and DVD's. However we do find that old railway magazines do not sell so well, especially when display space in the shop is so limited.

As we approach the busier holiday season, we really do need more help to keep the shop open. If you would like to help, please call us and we shall arrange for one of our (few) regulars to show you around.

Resin kits 4mm scale

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

These are the only kits that we have at present. Remember that they are also 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!**



Sundries

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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4mm scale 4 wheel wagon on 009 chassis

And finally...

Early in my career as a Systems Engineer with Air Traffic Control I was on shift one winter weekend and needed to talk to the duty engineer at our radio station at Snaefell on the Isle of Man. Already a narrow gauge enthusiast, I was aware of the Snaefell Railway up to the summit but that day I learned that, when the railway closed for the winter, the engineers had their own 3' 6" gauge railcar to get them to and from work. On that day back in the 70's it was an ancient Wickham. I would have loved to visit the IoM but was still a poor engineer. I even tried to wangle an "official" visit (".....familiarisation with other aspects of ATC engineering, boss?") but to no avail. Over the

years replacement railcars were acquired, culminating with this purpose-built example, built by Wickham in 1991. I eventually managed a visit in 1998 for one of the Gala weeks and had arranged with the radio station staff to meet them at the railcar shed at Laxey



sometime during the week. But fate intervened - every time we arrived at Laxey, the guys had already been called out and gone to the summit on the service train. Of course, the one day we didn't go to Laxey, they weren't busy and rolled out their railcars, the old 1977 spare unit and the "new" one, for the benefit of the visiting enthusiasts!

Now retired, I have lost my chance to get a privileged look at them but I am grateful to Mike McDonald for pointing me at this photo from the IoM website of the railcar at the summit with the radio station aerial tower in the background. (photo by permission of Jon Wornham of Island Images) Also, at a recent lecture on the IoM Railways given by Barry Edwards I learned that one of the original railcars has been moved to Graham Lee's Statfold Barn Railway workshops for restoration. JR

SOUTHWOLD RAILWAY TRUST

ANNUAL GENERAL MEETING - 2010

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

**SATURDAY 7th AUGUST AT 4.00 P.M. at the
ELECTRIC PICTURE PALACE,
BLACKMILL ROAD, SOUTHWOLD**

AGENDA

1. Minutes of the AGM held on the 8th August 2009 (in this issue).
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), David Smith (Treasurer), Maureen Ridgway (Company Secretary), Brian Bailey, Stewart Green, Tim Heaps, David Lee, David Negus and John Ridgway.
5. Appointment of Auditor.
6. Resolutions. As notified to the Chairman by 24th July.
7. Any Other Business. As notified to the Chairman by 24th July

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

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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. It would be helpful if members would let Maureen Ridgway
know that they are coming.