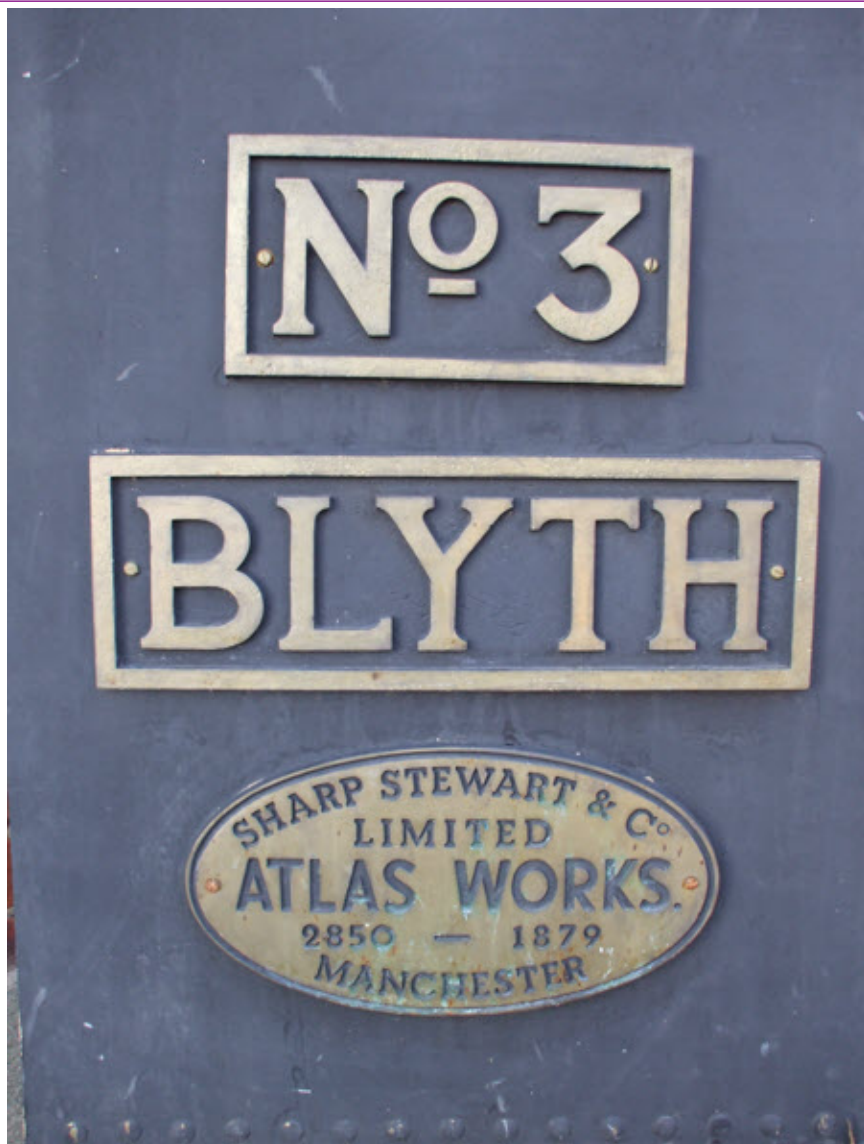


SOUTHWOLD RAILWAY TRUST

NEWSLETTER 62



NOVEMBER 2009



The Southwold Railway Trust Newsletter Issue 62 — NOVEMBER 2009

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Front cover: The first components of the new "Blyth". I think that they have been on the front cover before but now they will have a more significant role to play in the future than just the sign board outside the shop!

The Directors

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News from the Editorial Desk



It is with no little sense of relief that this issue of the newsletter will land on your doormats during the month printed on the cover, postal deliveries permitting, of course! The last newsletter arrived back from the printers just a few days before the wedding but the insertion of the 2-4-0 Club paperwork and inclusion of the correct membership card in the correct envelope just as Maureen and I were supposed to be moving house resulted in some chaos and resultant delay. Still, we don't get married every time a newsletter is due, thank goodness! Anyway, on behalf of Maureen and myself, many thanks for your good wishes.

Members of the Board have had a busy time lately as responses to the launch of the 2-4-0 Club start to arrive. We are off to a good start with 16 components allocated to date. See page 5 for the latest news.

A few of us local members had a very enjoyable afternoon out at the Whitwell and Reepham recently. We were very impressed with what has been achieved in a *very* short time: a working steam line, albeit only a few hundred yards and a re-opened station building following the minimum of restoration but serving the usual refreshments *and* real ale! Their secret? - a group of obviously keen, dedicated and hard-working people of all ages from 9 to 90. John B has remarked in the past how the support for the now very successful cinema here in Southwold only really appeared after the scaffolding went up. Metaphorically, our scaffolding is on order.....

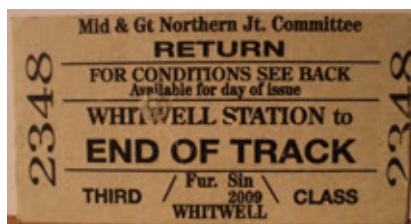
This summer, the number of visitors to Southwold was noticeably up as more people

took holidays in this country rather than going abroad. As a result, the Shop has done quite well but there were many days when we were unable to open due to a lack of a volunteer. I am saddened to report that at least one member found the shop closed after the long journey to Southwold. The best we can do is to display a phone number on the door. Maureen or myself will respond to calls if we can, otherwise John B's office is just a few doors away beyond the Kings Head. The winter is inevitably a leaner time for the shop but if we are not open we take no money at all. The usual plea - can YOU help?

I might be being a little pedantic but it has always annoyed me that I have been unable to get the "contents" section of this magazine to line up correctly since I "upgraded" the desk-top publishing program. You will notice that this time it is correct! It is something called "Optical Justification" - an option buried deep in the setting up. Another minor victory for mortal man over technology. These modern programs are just too blasted complicated and clever!

Finally, the usual warm welcome to our new members: Nick Baker of Fleet, Jon Brindle of Hatfield, Bernie Ward of Lowestoft, Ian Huggins of Beccles, John Leggett of Pakefield, Kevin Gill of Warbleswick, H. Dawson of Oxford, Ian Holder of Aldeburgh and Stephen Wiggs of Essex.

All the best. JR





John B's Chairmaniacal ramblings...

Everything seems to be happening at once! First of all, a big thank you to all of you who have sent in cheques to the 2-4-0 Club. They are still coming in and we now have over £16,000 in the Loco Fund. We already have the makers' plates for one of the tanks (see cover) thanks to the moulds produced by David Shearwood. Meanwhile we are producing working drawings of the frames and buffer beams which we hope to have fabricated before the next issue. We will be going public with the Club early in the New Year, so there's still time to book your component before it goes.

The Steam Park contamination issue is occupying us more than somewhat. We are in something of a cleft stick with this inasmuch as the site testing, required by our planning permission, cannot be undertaken until the car breaking activities (much increased by the government's scrappage scheme) finish. But the cost of what decontamination then has to be done needs to be factored into the deal to acquire the yard and set up the park. We are currently in discussions with the District Council, the Environmental Agency and the site owner to break this deadlock and agree a sensible *modus operandi* that we can cost now. Incidentally, it's a pretty heartbreaking sight down there of what look like brand new cars awaiting destruction. Whilst I support any help

given to manufacturing in this island, it cannot be right, from a sustainability viewpoint, to destroy perfectly good working vehicles, many of which are in better nick than my car! Nobody in the press seems to be making this point. They should pay a visit to their nearest breaker's yard and see the sad condemned fleet of fine vehicles that will currently be bursting it at the seams.

Another interesting development. David Negus has been having some tentative discussions with some Southwold Town Councillors about the possibility of adapting our project to create a car park, which they are having difficulty funding, near Rights Bridge for the benefit of the Millennium Hall. Some track from there to the Steam Park would be a Very Good Thing. More on this next issue.

We had a good pitch at Henham Steam Rally, which seems to improve each year. This year we were asked to give talks on the SR each day in a special cinema tent in a programme of local films and talks. This proved very popular. On the stand, very effectively operated by Maureen and John Ridgway, we met a number of interesting and useful people. A landowner with some SR trackbed would be keen to put some track back. We are talking to him!

I don't know if you have been watching *James May's Toy Stories* on BBC2. Basically he is introducing modern kids to the delights of *Airfix*, *Meccano* etc and it is very, very good. I think that the achievement of these toys in creating a constructional ethos in this country was very significant in those post war years and helped to form that creative manufacturing base which generated real wealth rather than the mirage of it that the government, banks and City have invented in the past three decades. If anything comes out of this economic downturn I hope it is this realisation. We need less debt and more *Meccano*. Why doesn't

someone start the *Meccano Magazine* again? I was pleased to find that *Airfix* is very much still alive, and went straight out and bought *Trevithick's 1804 Steam Locomotive* (the one that looks like an explosion in a cog factory). Then it all came back to me. The smell of the glue, the dreadful instructions, the bits that didn't fit properly. However, I am being vastly entertained by this nostalgic venture and will put a picture in the next Newsletter – if I can just file off this little bit here....

John Bennett November 4th 2009

2-4-0 CLUB NEWS

As we go to press, Trust members have sponsored the following components:-

10, 11, 48, 49, 55, 63, 80, 141, 152, 153, 154, 155, 156, 160, 161 and 171.

Reserve your favourite part today!

The value of those items listed above plus the cash still in the loco Fund, *plus* nearly £1800 in Gift Aid generously recovered from the Tax Man means we have over £16,000 in the Loco Fund. But apparently there is still more to add in as the proceeds from Stewart Green's Jam-making (as featured in the latest issue of "Narrow Gauge World"!) are taken into account.

Late News: It is planned that Stewart Green's model of Southwold will be featured in the April 2010 issue of the Hornby Magazine. Congratulations Stewart!

At this years AGM we showed a short but enchanting film about the Launceston Steam Railway. This was following a visit to the line by ex-board member Alistair Macfarlane who tells the story:

My first glimpse of this remarkable railway was from the road bridge over it at Launceston. I looked down on a station with platform and canopy, running line and loop and two clerestory balcony ended coaches of incredible quaintness, patiently awaiting departure the following day. It was Saturday and the one day in the week when all is still on the railway.

Being noseey, I found my way via alleys and footways down onto the platform. Then a door opened and a figure emerged, challenging my presence. It was Nigel Bowman, co-owner of the concern, and a private event was in progress in the cafe; a sad event as it was in honour of a guard on the line, a personal friend, who had died recently.

Our visit was a follow-up to an encounter with Nigel and Kay, his wife, on the Isles of Scilly earlier in the year. Arrangements were made to spend most of the following day helping and learning about the workings of their railway. At 10am sharp on the Sunday we reported, suitably clad, myself for footplate duty, Jill in the cafe. Trains run hourly over the four mile return journey to Newmills

where children's joys abound. Our locomotive, Covertcourt, mercifully having a cab as it was threatening rain, was eased out of the shed/workshop and onto the main-line to couple up and run tender first to Newmills. All the locos now have tenders to increase fuel and water capacity and to reduce tail-wag on the 0-4-0 wheel arrangement. The coupling link incorporates a damper to further steady sideways movement.

Last passengers aboard, the right-away and two toots on the whistle, saw us pull steadily out of the station. 120 psi on the gauge, soon building to 130 psi, on the 1 in 100 grade, that rules pretty much all the way. Polish coal, a shovel or two each trip, 60 psi on the Westinghouse braking system. 30/40 and 50lb rail underwheel, soon to be all 50lb, which gives us a chance to buy the 30lb. Costed at £400 per tonne, a rough calculation by Nigel yields a cost per foot of track, including sleepers and ballast, of £10 per foot. Check rails in various places either to reduce wear or just to please the Health and Safety Executive, are things we must consider carefully. Pointwork is best if automatic, sprung to minimise hand oper-

ation. Couplings on the train include a single chopper/buffer, two safety chains of massive dimensions and, of course, the air brake connections. Back to the footplate we check water level, two gauges, two injectors, fire, pressure now 140 psi and blowing off gently. Open cylinder cocks, quarter regulator and 45% cut off and away we go back to Launceston having run round, loco first hand braking a touch, water singing in and the pressure settling nicely at 120 psi.

Conversation on the footplate encircles several topics, running the line, getting it built, swordplay in the political arena, friends and foes, laying track, building rolling stock and locos. Simple sound advice like when loco building, start it upside-down, drop in horn blocks, axles and wheels, bolt on cylinders, assemble motion and dry run to check that all is in order. Then turn over for onward building. Have wheels made from cast steel, not iron: no cracks, no brittle prob-

lems, a long term benefit and cost saving.

Nigel will check our loco specification and come up with suggestions, suppliers, skills contractors, best buys and how to save money sensibly.

Nigel and Kay's railway has track to sell, skills to offer and bags of advice on how to miss the pitfalls and sweeten the authorities or force them to act! Support functions that would meld into our museum concept should include a well-run cafe offering drinks, snacks and simple meals, an attractive shop for books, models, memorabilia and gifts.

Later this year we plan to visit the Isle of Man and learn what we can about their railways. Who knows? A 3' gauge bogie carriage chassis may be available and possibly some other goodies. I will report further thereafter for the Trust's comments.

Events - Past and Future

We had a very successful weekend at the Henham Steam Rally. This year we were pitched next to the theatre tent where John B gave lectures on the SR. Lots of sales, lots of interest and some **VERY** interesting new contacts. The winter track walk will be on **Satur-**

day 2nd January 2010 starting at 10:30 from Blythburgh and ending at Southwold for "festive comestables" courtesy of Jane and Rosie at 1 Barnaby Green. Please, please let us know if you wish to join us so the girls can plan the menu!



ALAN TAYLOR'S ALBUM

I consider that it is a brilliant idea to dedicate the new locomotive's boiler tubes to former members of the Southwold Railways staff. But what did they look like? For sometime now I have looked at Southwold photos and said to myself 'I know who he is' or more likely 'I wonder who he is?' So I propose devoting this issue's Album to a Gallery of named and un-named workers. Please help me to confirm or name the folk illustrated:



Left: W G Jackson. Locomotive Foreman, 1879 – 1916.



Right: The driver of 'Blyth' for Jackson. About 1912. Name please.

Left: Driver Neil Fisk on 'Blyth' at Walberswick in the 1920's



Right: Driver/Fireman. Fitter, Mechanic, Cleaner? Date pre 1914.





Left: Fireman on the footplate of 'Southwold' with a fitter on the step. About 1912.



Right: Driver oiling-up 'Southwold' About 1912.
Can you put any names to these faces?

SOUTHWOLD RAILWAY INCIDENTS

in the Year 1917 (part 2)

by Ian Bunting

In the Halesworth Times of 22nd May, '*LOCAL INTELLIGENCE – 3rd BATTALION SUFFOLK VOLUNTEERS REGIMENT – Halesworth Half Company Orders – Parade at [Halesworth] Railway Station on Monday 28th May, at 8.20 a.m. to proceed to Southwold for trenching instruction and lecture. – Haversacks (with rations) and Water Bottles...*'. They would have caught the 8.40 train to Southwold arriving at 9.17. In the timetable of that time there was no mention of Walberswick Station although the overall journey time was shown unchanged at 37 minutes.

In June two further groups of wounded soldiers were to be seen arriving at Halesworth Station on their way to hospital. Reported on the 12th June 60 and on the 26th June 55 wounded.

Despite the war property was still being offered for sale in Southwold, '*3 substantial houses for sale known as Salisbury Terrace standing facing the main entrance to the town by the Railway Station, together with valuable building land adjoining on which a carpenter's shop and store stands. Also for sale Stanley Cottages, near to the preceding property abutting upon the road leading from Station Road. Also three substantially built houses looking on to the Railway Station, as held by Mr. Walter Hurr and Mrs. Scarlett.*'

In August 62 wounded soldiers were reported as transferred from train to motor ambulances at Halesworth, in September 45 and October 40. On the 23rd October the newspaper reported that there were 102 wounded patients in hospital at Henham Hall, referred to as '*Lady Stradbroke's Military Hospital*'.

On the 11th September the end of summer time was announced, '*All railway clocks and clocks in Post Offices will be put back one hour*'.

Under the heading '*STEAM-PROPELLED AEROPLANE BUILT IN 1848*' was this article in the Halesworth Times on the 13th November. '*The following paragraph, which appeared in a recent issue of the "Drapers' Record", is of special interest locally:- An old, faded handkerchief with a printed design showing a steam-propelled aeroplane in full career has been forwarded to the "Daily Mail" by Mrs. A.M. Snowden, of Southwold, Suffolk. The illustration evidently depicts the aeroplane built by F. Stringfellow in 1848, with which, so it is said, successful "flights" were accomplished on the*

Downs at Chard. There is a close resemblance between that machine, built nearly 70 years ago, and a modern monoplane. The old machine was a nine days' wonder, but there is no record that it ever got beyond the experimental stage. A year later the newspaper gave further details of this aeroplane, which I will provide in a future newsletter.

Finally, on the 11th December the newspaper reported, under the heading 'SOUTHWOLD TOWN COUNCIL', that 'The Coal prices Committee reported the fixing of coal prices for Southwold in agreement with the coal merchants'.

Incidentally, the Halesworth Times for 18th December 1917 is missing at Colindale Newspaper Library, so if anybody knows of the location of this issue perhaps the British Library would be interested.

The Autumn Track Walk

by Graham Cross



The Autumn walk from Wenhaston to Blythburgh took place on 26th September and was walked by eleven of us. It was a fairly nice day for late September. The party consisted of Dave & Rosemary Lewis, Dave & Ellie Smith, Stuart & Sue Green, John & Maureen Ridgway, John Bennett, Alice Redfern (with her dog Grace) and myself. As

we set off at 10:30 there were a few odd clouds about but the sun was showing as we went down the road past the cottages over the stile and along the path by the market garden. Then across the fields by the dried up pond through a tight gap in the hedge by the two cottages to the see-saw stile where we join the old railway track bed. The old stile has now completely collapsed.

Through the gate and along the track bed that does not appear to have many walkers on it these days. Further on we found that there was extra electric fencing in place. Over the stiles into the field with the large pond which has an large embankment of earth on one side. Continuing down the road towards the sewerage pump station, we rejoin the trackbed right by the river. Here we come to the back gardens of the the houses that back onto the line. The first two were flooded somewhat as the river has broken through the banks in many places and comes almost to our path. These gardens are a few feet lower. Owners of the other houses had put an embankment around theirs to keep the water at bay. On past the old coal shed that is still standing and into the site of Blythburgh station, then across the road to the White Hart for an enjoyable lunch outside. See you all at the Christmas Walk.



Workshop News

As mentioned previously, the new title represents the added activity now being undertaken at Southwold. As a time served Mechanical Engineer, with full remission for good behaviour, I was enjoying an early retirement. That has all changed now, as I am back at work, but without having to worry about collecting a salary. I have been appointed Project Leader for the Loco., this being a device to get me to do all the work on a voluntary basis.

You will be wondering what is going on, and when 'Blyth' mark II will be finished.

The simple answer is that it will require sufficient funds and a certain number of man-hours to complete. It follows that the more money coming in, and the more people involved in the manufacture, the sooner it will be done. To some extent, skills will have to be bought in, the more sub contract work we can afford, the earlier we raise steam.

At the moment we are working on the drawings for the chassis, obviously taking as much care as possible to avoid mistakes. The old adage 'Do it once, and do it right.' holds true here. It is better to resolve the problems on paper than in the metal. As I write we are preparing the order for the first components, and it is hoped to have the side frames and associated parts delivered early 2010 so the assembly can start as soon as the weather improves.

We have been offered help by several people with relevant skills and practical steam locomotive experience, and will be leaning heavily on this resource. In addition we are getting quotations in, and vetting suppliers. Fortunately, it appears we will be able to purchase most components within a reasonable radius.

We still need your help, but please only offer things you can competently achieve. With the best will in the world, if you have always wanted to try centre lathe turning, or have a bash at welding, you will not be able to. As the project advances, the risk of a calamity grows, something we would rather avoid.

However, if you have an engineering trade, you will be most welcome to join us. That's all for now; it's back to the drawing board for me.

Graham Thurston

MORE GOODIES IN THE SHOP FOR CHRISTMAS?

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	£5.50
(modification needed for 9mm)	
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



Stop Press: SR Kits now available through the on-line shop.

We also have the Joe Crowfoot Wenhashton Station Christmas cards at £6 for 10 (plus £1 p&p for any quantity)

New Usborne Christmas gifts in the shop and online:
My First Christmas colouring Book (with stickers) £3.99
First Christmas Sticker Book (over 100 stickers) £4.99
Christmas Snap £4.99



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: £17.99. Please add £2.50 each for p&p as these are bulky items.

And finally...

Mike Bootman recorded in his recent article on the East Suffolk Railway that the Snape branch, although originally intended and approved for passenger traffic, never carried any and in short order was restricted to goods only.....

Richard Castle relives a rail-tour round East Anglia back in 1956.....

One passenger train did run over the Snape branch and I well remember it because I was on it. I recall somebody on the train reading out in an exaggerated enunciation the words “a feat not previously attempted by a passenger train”. This train was the ‘Suffolk Venturer’ run by the Railway Enthusiast’s Club on 30th September 1956.

Departing platform 14 at Liverpool Street at 9:15am behind a “B12”, the train got to Colchester on time but the five coaches were a bit too much for the requested engine, “E4” 62797 and it lost much time on the Hadleigh branch due to poor steaming. Later in the tour, approaching Snape Junction from Snape there was a gradient and the E4 failed after several attempts to propel the train back onto the main line due to slipping - a 2-4-0 not being quite suitable, I sup-

pose. Word went around that a relief engine had been called for and was on its way from Ipswich. This turned out to be “J15” 65447 which had its period of fame on the Mid Suffolk line to Laxfield when it was probably one of the smartest turned-out engines in the country, Both engines were on the train as far as Beccles where the E4 was taken off and the J15 continued hauling the train back to Ipswich (*via Bungay, Harleston, Pulham Market, Tivetshall and up & down the branch to Eye - JR*) where the same B12 which had taken us from London to Colchester was attached to take us back to London.

(Mr Castle has sent me full details of the rail-tour should any member be interested. I note that the identity of the B12 is not stated in the tour literature; back in 1956 they were nothing special I guess! JR)

Waving bye-bye for this time...

Stewart Green’s photo of “the newly-weds” (as he puts it) with Rita Kennedy, Brian Bailey and Tim & Eileen Heaps on our recent day out to Whitwell and Reepham Station.



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

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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).

The Journal of the Southwold Railway Trust