



Ipswich & District Historical Transport Society

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*Beachcomber picking up anchorage buoy
(see Ann Beaufoy's article on pages 14 and 15)*

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Transport Matters

**No 272
May
2021**

Editorial ...

Phil Argent

Welcome to TM272, which I hope finds you all well in these frustrating times! I do hope that TM is still going strong by the time that Dave Chappell and Mervyn Russen get us to Bury St Edmunds in their current absorbing series.

Although some of you, like me, are not equipped to participate in Zoom meetings this is the way forward while there is so much uncertainty about being able to meet face-to-face. These meetings open up a wide range of speakers and subjects and will blend well with our 'normal' style of meetings going forward.

On the next couple of pages David gives detailed guidance on how Zoom works and about the pilot meeting on 16th June. If you have any queries or suggestions for future speakers please do not hesitate to contact him.

Until the next TM stay safe and keep the articles coming in.

Phil



Chairman's Chat ...

Sylvia Kerridge

Dear Members

At last, there now seems to be light at the end of a very long tunnel, with easing of restrictions starting to look a reality. We should be able to look forward to all getting together later this year. However full details of what restrictions will remain by our planned return in September will be in place, is still uncertain. To this end we canvassed individual views of the whole membership as to whether they would or could attend IDHTS meetings in the future by means of Zoom. We have been delighted with the response. Final results are that we had a 43% response from the total membership, with 66% stating that they would attend a Zoom presentation and 34% would not or are unable to attend Zoom meetings. Several of our members have attended on-line events of other organisations. We have had some very positive membership feedback on the benefits from this type of meeting.

The overwhelming feedback from members has been that they would prefer face to face meetings, however, there is a wide recognition that it could be some time before it will be safe to hold large group meetings. It is likely that some restrictions on capacity attendance numbers may be limited in the early part of the autumn of 2021.

Online presentations such as Zoom are now commonly used by many other societies and in fact our friends at the Norfolk Railway Society have been using this means of resuming meetings over the last year. Since early March 2021, they were kind enough to invite us, as a society, to join with them. The Zoom meetings have been very successful and included stimulating Q and A sessions at the end. Recent feedback from several members from the survey and from other local societies have stated that they have used Zoom and have found they can attract wider audiences and been able to use speakers from further afield, whilst being able to keep costs to a minimum. In addition to all these benefits we could well attract new members to our society by widening the access through internet meetings. The software is available free to anyone of you. If you have not accessed the Zoom website before, it is quite easy to use on a PC, Tablet or even on some Smart TVs. We have now started preparations to run a 'pilot' Zoom meeting open to all members, this event is planned to take place on **Wednesday 16th June at 7.30pm**. Full instructions on how to book a place and joining instructions are included in this issue of TM plus details of the 'trial' presentation are included, in addition these details will be on our website and Facebook page.

After the pilot, we will evaluate feedback from the Zoom event in time for our first Committee meeting that we should be able to hold after the 21st June, once government restrictions are further eased this will allow the committee to all meet in one room! We hope after the committee meeting to announce further details of 2021-22 proposed programme. By that time, we should have full details of what, if any, restrictions will be in place. Hopefully we should also be clearer on what limitations the venue will be imposed by the Salvation Army.

I look forward to seeing many of our members on the 16th June, that are able to join us and let's hope for a good summer! Thank you and stay safe.

Kind regards *Sylvia Kerridge* Chairman IDHTS

IDHTS Zoom Instructions ...

David Kerridge

For every Zoom IDHTS meeting you would like to join, you will need to email david.kerridge1@ntlworld.com for a meeting invite link, that will be used to join the event. Around 24 hours prior to the event you will receive the invite that will contain a meeting ID. (Note each event has an individual different link/ID).

Set up prior to meeting event (Only for those that have not used Zoom on their device/PC/Mac):

To get the full benefits of the meeting, it is recommended, to download the free Zoom software to your Tablet/PC/Mac, this will only need to be done once. Alternatively, there are plenty of 'How to' videos on YouTube to show how this process will work. If you have used Zoom for other purposes on your chosen device, then this step is not required:

Click on this link <https://zoomgov.com/download> then follow the instructions that apply to your particular device.

Event Night (from 15 minutes to the start of the event):

You may join the meeting, normally from 7.15pm for a prompt start at 7.30pm:

- Follow the link from our email that will have been sent to you. Alternatively, if you already have Zoom on your computer, open it, click on 'Join' and enter the Meeting ID when prompted.
- You will be asked to wait whilst you are 'allowed' into the meeting, please do not leave this link whilst your link is being activated (this could take up to 1-2 mins).
- You will then be welcomed by the host and have the opportunity to chat to others attending the session prior to the speaker presentation starting.

During the Presentation:

Housekeeping guidelines: Once the presenter starts their presentation, please turn off *microphone and *video. (*This helps with bandwidth usage and stopping background noise and interruptions!*).

At the end of the presentation, to turn back on the *video and *microphone, just click buttons again to activate. This will be needed for Question and Answer Sessions. *See *Highlighted example*.

At the end the meeting Press the **END** or **LEAVE** red button to exit from the presentation.

**Note the Zoom Menu may appear at the bottom or top of picture depending on device*



There are easy to use guides on you tube on how to use Zoom, just click on this link:

<https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-meeting>

Electronic version of these instructions is available on request from david.kerridge1@ntlworld.com

**Please send articles for the next Transport Matters
to Phil Argent (see page 20 for details) AND
Sharon at services@sharward.co.uk
by 15th July 2021**

Pilot Zoom Meeting ...

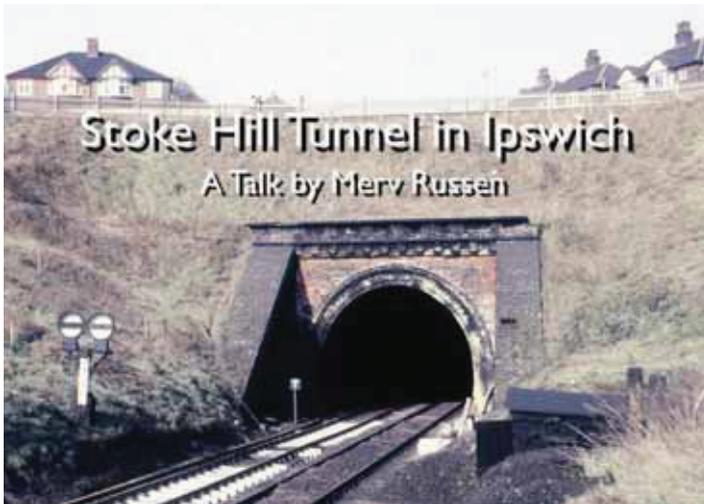
David Kerridge

Wednesday 16th June at 7.30pm

Programme

For this Zoom IDHTS meeting, if you would like to join, you will need to email david.kerridge1@ntlworld.com for a meeting invite link, that will be used to join the event. Around 24 hours prior to the event you will receive the email invite link that will contain a meeting ID. (See Zoom instructions on previous page for further information.)

- 7.15 Onwards Members join and chat
- 7.30 Prompt Welcome / Housekeeping and announcements
- 7.35 Stoke Hill Tunnel - Merv Russen



This Zoom based presentation describes the process used to build the tunnel on the main line of the Eastern Union Railway in 1846. The problems in the early stages were so acute that the local paper was describing the structure as 'Bruff's Folly' - Peter Bruff being the engineer of the EUR.

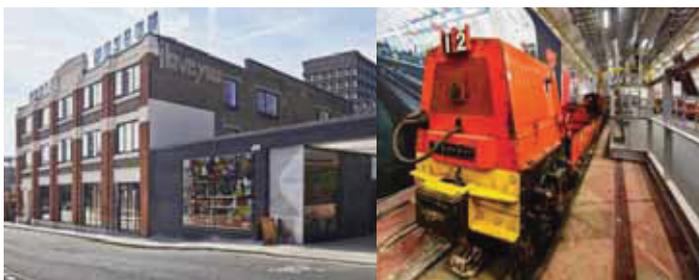
Also illustrated are the difficulties encountered throughout its history up to the present day.

Followed by Q&A Session

- 8.20 Short Comfort Break (refreshments supplied on a self-service basis!)
- 8.35 Mail Rail Exhibition - David Kerridge

Mail Rail Exhibition

Presented By David Kerridge



An Overview and Video presentation on the history of the Mail Rail system at the Postal Museum in London.

Followed by Q&A Session

- 9.15 Feedback from members on the Zoom Meeting format
- 9.25 Approximately Meeting Close





Phil, our Editor, has found a new way to keep fit during Lockdown and delivering TM hard copies to members at the same time. To those of you who receive hard copies: watch out for him coming down your road. Here you see him preparing to climb Bishop's Hill.

Write an article today and send it to Phil (email address in this issue), plus a copy to our printer, Sharon Alward (email address: services@sharward.co.uk). This will ensure you have a visit from our intrepid cyclist. He says he can even ride in on the internet for those who receive their copy by email.

(Photo doctored by Merv Russen)

The Stations on the Line from Ipswich to Bury St Edmunds ...

David Chappell

Part Four - Claydon Station

As mentioned in the Bramford Station article in TM 271, the first passenger train ran on the newly constructed *Ipswich & Bury Railway* on Christmas Eve 1846. The station, in common with others on the line, was designed by Frederick Barnes, Chief Engineer was Joseph Locke, Peter Bruff was the resident Engineer, and Thomas Brassey was the contractor. Sited in the parish of Blakenham and initially called by this name, it was later changed to Claydon. Although the I&BR was the first to initiate a railway to the west of Ipswich, the I&BR within a few years obtained authorisation to extend the track from Haughley to Norwich. This route became known as the Great Eastern Main Line.

Claydon station was five miles from Ipswich. The main building on the 'up' side was an attractive single storey brick-built structure with 'Dutch' gables, with accommodation for the station-master. At the west end of the station, which had two platforms, the line was crossed by the Ipswich to Stowmarket Road, later to become the A45. Both platforms had substantial timber canopies of the type also seen on other stations on the line, viz, Bramford, Needham Market and Stowmarket. Claydon signal box was situated at the west end of the station on the 'up' side and controlled the main line as well as the operation of the sidings and level crossing. The gates of the crossing were opened and closed by operation of a large wheel in the signal box.

An O.S. map of 1926 shows a sizeable array of goods sidings on the north side of the main line as well as further ones on the other side of the level crossing. On the south side of the main line there a few additional sidings opposite the station as well as other sidings to the west of the station.

The station had a number of goods facilities. Behind the 'up' platform (towards Ipswich and Liverpool Street) there was a railway owned goods yard which included a private siding operated by Ipswich coal merchant Thomas Moy. A cement factory operated by George Mason & Co was established in 1914 on the down side of the station. In 1948 operation of the factory was taken over by APCM (Blue Circle Cement). Coal was delivered to the cement sidings in open wagons and an unusual feature on one siding was a wagon tippler which rotated the full wagon so as to empty its contents into an underground hopper. Later, HAB type wagons (similar to merry-go-round wagons) were used, these having bottom discharge facilities which again unloaded the contents into the underground hopper. This hopper fed an elevator to move the coal to the furnaces. Over the years, many types of wagon were used to transport the finished cement product to customers, the later type of Vee-shaped bogie tank wagons could often be seen at Claydon. Rail traffic continued until the closure of the factory in 1999.

On the west side of the level crossing on the down side of the main line a second goods yard was established in the First World War and these sidings were used as a railhead for aviation fuel for nearby RAF Wattisham during



Commercial postcard view of Claydon station looking west, circa 1900. The ornate I&BR canopies are supported on stout timber posts. (D Chappell collection)



This view taken from the level crossing on 2nd June 1952 shows the attractive station building on the 'up' platform, and typical I&BR canopies as well as the signal box. The canopies on both platforms were removed in 1962. Photographer unknown (D Chappell collection)

the Second World War and this continued into the 1980s. There were large underground fuel tanks in the area, and there was a mysterious small office building labelled 'British Pipeline Agency' which always had lights inside and seemed to be manned continuously. Later a metal recycling scrap yard was established where the fuel sidings had been and still operates today.

In 1921 on the down side of the line west of the crossing the Zenith Works of the British Steel Piling Co Ltd was established. Rail traffic lasted until 1973 with the connection being removed in 1976. The site has expanded to become an industrial park.

The station was closed to passenger traffic on 17th June 1963, platforms were cut back and the station became rundown. Local paper disposal merchants, Bolton Bros, purchased the building in 1987 but the inevitable happened.

The Evening Star for Tuesday 5th February 1991 said:

"Victorian station pulled down - BR insist it had to be demolished. Claydon's Victorian railway station was needlessly demolished despite the wishes of its owner and the advice of architectural experts. Mid Suffolk District Council said British Rail refused to confirm a building preservation order on the 146 year old station and it was demolished on Saturday 2nd February. BR said it had to be demolished because it was too close to overhead cables. The building at the time was owned by Bolton Bros, paper disposal merchants."

Over many years, there was an agreement that the station would be re-opened to feed a proposed vast ski resort complex nearby. Little interest seemed to be shown by the various railway companies and the planning requirement to re-open the station has now been dropped.

The situation in 2021

The cement works has been demolished and a large private housing development has taken place on the former cement works land.

The former Zenith Works sidings have all been removed, but a large industrial site remains. Some of the track from this area was acquired by the newly formed Mid-Suffolk Light Railway in the early 1990s.

Sackers Scrap Metal are sited alongside the down main line, where an operational loop siding still exists.

About a mile west of the level crossing there is an active aggregates terminal on the up side of the line.

Today, there is much traffic through the site of the former Claydon station. High speed London and Norwich expresses are interspersed with intermodal container trains and local services to Cambridge and Peterborough.



BR Standard Class 5MT No 73000 darkens the sky as it hastens through Claydon with an express from Liverpool Street to Norwich. This photograph was taken by H N ('Jimmy') James on 24th February 1952. Photograph donated to author by HNJ. (D Chappell collection)



The unusually shaped cement works building is presumably some form of loading bay, seen looking west, probably in the 1970s. It is rail fed and stands on the site of the 'down' platform. The 'up' platform has been demolished, and the scrap yard building is under erection in the background. Photographer unknown. (D Chappell collection)



This view of the semi derelict remains of the station building was probably taken in the 1970s, as sidings behind the building appeared to be still in use. Photographer unknown (D Chappell collection)

When Haystacks Went to Sea ...

Bob Malster

Before the days of the 'infernal' combustion engine London depended on thousands of horses for transport, and those horses had not only to be fed but also provided with suitable bedding in their stables. And both hay and straw was supplied from the farms of Essex and the south of Suffolk by sea.



John Cann, who built a succession of stack barges in his yard at the top of Gashouse Creek, Harwich (Photo: Bob Malster Collection)

quarrelled with his mate, or if the mate left him for a better berth, he was in trouble. One skipper found the answer; when his mate walked out on him he took his wife for a trip, put her on the tiller while he conned the ship from the top of the stack, and placed the broom on one side and the mop on the other. His helm orders, shouted from aloft on the stack, were 'Hard-a-mop!' or 'Hard-a-broom!'

Cargoes of hay and straw were despatched from a number of places on the north bank of the Stour between Stutton and Shotley. An old painting shows a little ship lying alongside a quay beside Stutton New Mill, and there was a landing place below Crowe Hall, marked as Graham's Wharf on old maps; William Isaac Graham was farming Crepping Hall, Stutton, in the 1890s. At the head of Holbrook Creek was a busy quay that sent away many a cargo of hay, and further downriver barges loaded at Erwarnton Ness, where the 1881 Ordnance Survey first edition 25-inch map shows a hardway with two mooring posts running out across the mudflats at the foot of a lane from Ness Farm. Later there was a timber jetty at this point.

The 1881 map also shows a solitary habitation at the foot of Dawson's Lane, Erwarnton, which it names John All Alone's, some 200 yards north of the site of the medieval St Clement's Chapel. The creek which once ran up to Beaumont Hall but had been dammed by the time of the map is marked as John All Alone's Creek, and it was this creek that was used by the stackie barges belonging to Walter Wrinch. There were other places at which barges loaded and unloaded their cargoes within the parish of Shotley, including Hare's Creek in the Orwell; which took its name from Joseph Hare, who farmed nearby in the 1850s.

The Wrinches were prominent members of the farming community in the Shotley peninsula, Charles Edward at Freston, Robert at Nether Hall, Harkstead, and Walter at Ness Farm, Erwarnton. As well as being a farmer Walter Wrinch was a considerable bargeowner, with a fleet of barges largely employed in the hay and straw trade. Besides the little *Cygnets* he had the *Bluebell*, *Butterfly*, *Havelock*, *Primrose*, *Snowdrop* and *Victoria*; the last-named was the oldest of the fleet, having been built at Faversham in 1864.

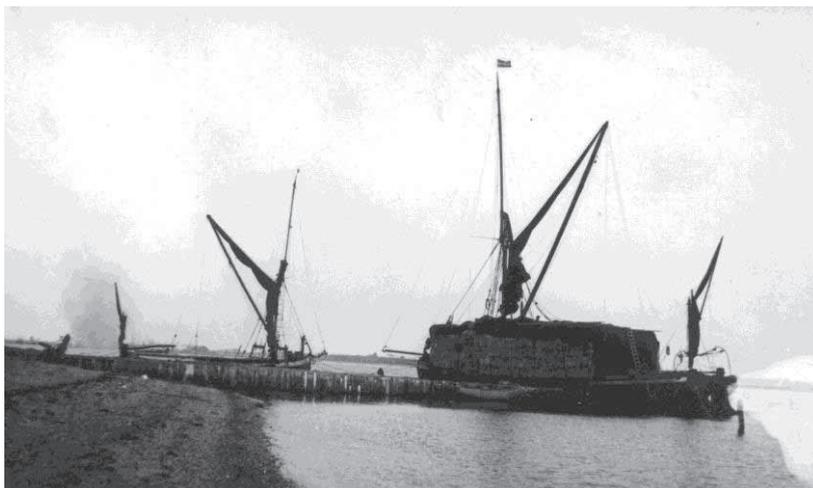
To cater for this trade a special form of sailing barge was developed, the 'stackie'. A whole fleet of barges, many of them specially built for the stack work, went up through the London bridges to Vauxhall and other upriver wharves with hay and straw and returned with an equally vital cargo, London muck. The sweepings of the London streets and the soiled straw from the stables provided the Essex and Suffolk farmers with a valuable source of manure for their fields.

After the barge's hold had been filled with fodder a stack of hay or trusses of straw would be built up on the deck and covered with a tarpaulin to keep it dry. One might have thought that a ten or twelve-foot stack above the deck did nothing to improve the sailing qualities of a small vessel, but the stackies proved quite capable of turning to windward up the crowded Thames; their masters knew how to get the best out of a barge. Chubb Horlock in his book *Mistleyman's Log* recalls seeing the *Farmer's Boy* 'gallantly battling her way up to the Mud Hole at Wapping to lower down her gear'.

The skipper at the tiller would be unable to see ahead because of the stack, but he would be guided by instructions shouted down to him from the mate, conning the ship from on top of the stack. Captain Hazell Polley, who was for many years chairman of Brightlingsea Town Council and came of a long line of coastal seamen, told a chauvinist bargemen's joke about the stackies. If a skipper

Another of Walter Wrinch's barges was the *Farmer's Boy* of Harwich, which Frank Carr tells us in his classic book *Sailing Barges* was reputed to have carried fifty-two cargoes of hay to the Thames and brought back the same number of cargoes of manure within fifty-two weeks when commanded by Ben Keeble. Considering that during the period the *Farmer's Boy* had spent two weeks on the yard refitting, that is an average of rather more than one round trip a week.

Frank Carr says that it was a record that was never equalled. This is not surprising when one realises that the barge took its cargoes upriver to Vauxhall, and before it could pass under the Thames bridges the mast and gear had to be lowered; trusses of hay had to be removed from the middle of the stack and put aside to make a space into which the mast and sprit could be dropped. Once alongside the wharf the mast and gear had to be laboriously raised so that unloading could commence, and then had to be lowered again so that the barge could shoot the bridges on the way down.



A barge, thought to be Wrinch's Bluebell, about to set sail for London from Ewarton on the Stour
(Photo: Bob Malster Collection)

And back in Suffolk the return cargo of 'muck' had to be shovelled out into carts, a laborious task that might take more than a day. Occasionally the men shovelling out the odiferous manure would obtain a welcome bonus in the form of lost coins among the muck. From the quay the 'London mixture' would be taken to the fields and deposited in heaps that could be spread out over the land and later ploughed in.

In 1937 Sydney W Wrinch still had two barges at work, the *Bluebell* and the little *Cygnnet*. It was the *Bluebell* that took away the last stack from the Stour in 1936 or 1937; she was later sold for conversion to a yacht barge, but the conversion did not take place. On the outbreak of the Second World War she was requisitioned by the Admiralty and became a degaussing vessel under the name of HMS *Torchbearer*, with the task of 'wiping' ships to render them immune to magnetic mines.

Letter to the Editor ...

Ian Scott



73096 Standard 5 4-6-0

Referring to Martyn's article in Transport Matters No 271 I indeed did have my first OFFICIAL driving experience on 73096. It was, indeed is a lovely loco to drive and fire. I did fire it on several occasions on revenue services before its boiler certificate expired. It still had the TPWS (train protection warning system) installed although, on the MHR, it was switched off. It was owned by John Bunch who took his engines from the Watercress Line, 34016 Bodmin and 73096 went to Carnforth and 31806 went to Swanage. The MHR subsequently bought the loco from John Bunch and it returned to the MHR and is now in the queue for overhaul.

I have been reading Peter Smith's book *The Somerset and Dorset from the Footplate* with his exploits when fireman to Donald Beale and later as a driver, they both thought the Standard 5 and the 9F were the best engines they ever had. Peter drove the last up Pines Express from Bournemouth over the S & D with 9F Evening Star on 8th September 1962.

As a post script I liked the photo of the Dragon Rapide. I was at Carlisle Airport in 1962 with the air cadets having a flight in a Chipmunk (including doing loop the loops and barrel rolls) there was a Dragon Rapide in the hanger. We went inside it and to be honest wouldn't like to fly in it as it was canvas covered!!

Editor replies: Did Ian realise that the Chipmunk that he was looping and barrel-rolling in was much covered in canvas (fabric)!

Streets Ahead – Parkeston

Graham Day

For some 26 years before being interrupted by the pandemic (hopefully not terminally) I have worked for various Market Research and Social Research organisations as an interviewer. This has often involved assignments across East Anglia and the home counties, sometimes further afield. In recent years I was mainly employed on radio audience surveys across East Anglia.

As a result, in the autumn of 2018, I found myself in Harwich and Parkeston. The majority of my survey on that occasion had to be carried out in the streets of Parkeston railway village.

Reading the article by John Shemming in the end of 2020 edition of Transport Matters gave me food for thought. I had only once before visited the built-up area of Parkeston when I was sub-contracted to a Colchester based training company, and had to run a Business Start-up Course in a former School Board Primary School. Such was the timetable, however, I never had much chance to explore. Walking around interviewing does help you to get to know places well!

The streets of Parkeston village are between Parkston Quay and the A road network. As such, they are very similar to where I grew up in the Stoke area of Ipswich; terrace housing, with three 'better' houses, for the Station Master, Port Manager and Marine Superintendent. There were corner shops, Public Houses, Churches and Chapels and a large playing field. A traditional, classic, working-class industrial area.

After a short while I started to notice the interesting street names. I was intrigued as to the link between the community and the company.

The streets were:

Parkeston Road

Named after (again) Charles H Parks - the Station Master's House is here, along with the British and Foreign Sailors Society and Parkeston Railway Club.

Coller Road

Named after a former Director of the Great Eastern Railway.

Makins Road

William Makin, Director of the Great Eastern Railway, MP, and Deputy Lord Lieutenant of Essex.

Tyler Street

Sir Henry Whitley Tyler was a Railway Inspector for 24 Years from 1853, and then became Chief Inspector of Railways. He was MP for Harwich, and also a member of the Channel Tunnel Commission!

The paddle steamer, Lady Tyler, was named after Lady Margaret Tyler.

Built at North Shields, the paddle steamer (see picture right from public domain) plied the route from Harwich to Rotterdam between 1880 and 1893.



Hamilton Street

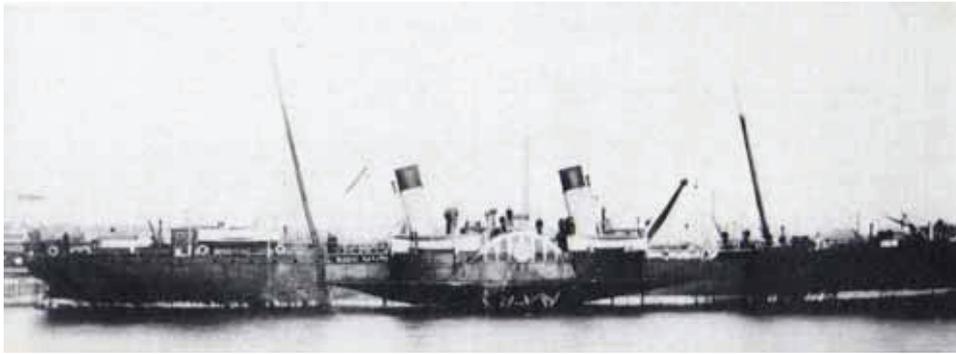
Named after Lord Claud Hamilton, Chairman of the Great Eastern Railway.

An iron-hulled paddle steamer was also named after Lord Hamilton, and was in the ownership of the company for 22 years. It was then sold to become a cattle transport vessel from Gravesend to Deptford. An ignominious end!

Princess Street

A paddle steamer called the Princess of Wales operated the Harwich-Rotterdam, and Parkeston Quay-Hook of Holland.

After 18 years' service she was scrapped in 1895.



Adelaide Street

The paddle-steamer Adelaide (see picture left © Harwich and Dovercourt website), was named after Adelaide Simpson - the wife of one of the Directors of the Great Eastern Railway. Built in Barrow-in-Furness, she operated the Harwich-Rotterdam Route between 1880-1896.

Garland Street

Edgar Walter Garland was the Lord of the Manor when the Eastern Union Railway (later the GER) built the railway line from Manningtree to Harwich across his land.

Parkeston was built for the railway workers who mainly worked at the nearby Parkeston Quay. As such it has the usual style and facilities which could be expected to be provided for the company's employees, although obviously the Directors of The Great Eastern Railway did not go as far as the Cadburys at Bourneville in Birmingham, and Titus Salt at Saltaire near Bradford. Those employers were true Victorian philanthropists!!

However, the notion of a Company Village would engender, as well as a nearby location, a feeling of loyalty and togetherness within the workforce. The Great Eastern Railway would have been an employer where one would normally expect to have a 'job and home for life'. The same situation prevailed 'Over Stoke' in Ipswich - my father worked for Ransomes and Rapier and many of my neighbours either worked there or on the railway, where the Ipswich locomotive depot alone had a staff complement of around 480 personnel!

The feeling of oneness with the company would have been fostered by the naming of the streets of the village after notable Directors or Company Steamers. One of my final interviews was with an elderly gentleman who lived in The Station Master's house. In its heyday it would have been very well appointed indeed.

As so often happens, my work has taken me to various and different locations, many of which have another story to tell.

This certainly happened in this instance.

Featured Books for Sale ...

From the many books IDHTS hold, we will feature just five for each TM edition.
This Issue we have five interesting books that are for sale:



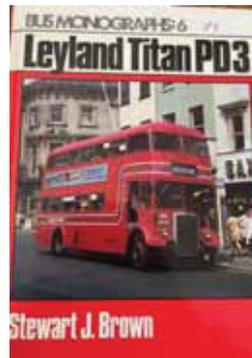
The Spitfire Pilot
By Flight Lt David Crook DFC
'A brilliant account of a fighter pilot during the Battle of Britain'
Price £2.50



British Steam Engines
The Ultimate Guide to the Greatest Steam Engines.
Price £3.50



Halifax & Wellington
by Brian Rapier & Chaz Bowyer
The Backbone of the RAF bomber Command in the early years of WW2
Price £5.00



Leyland Titan PD3
By Stewart J Brown
A detailed picture History of this classic Bus
Price £3.00



Yesterday's Buses in Colour - Municipals
By Paul Caudell
An all-colour overview of many types of Classic buses
Price £4.00

Anyone interested in these publications please contact David or Sylvia Kerridge
(david.kerridge1@ntlworld.com or on 01473 424904)

Vintage Times ...

Graham Day

It was the late former singer with Big Brother and the Holding Company, Janis Joplin, who is possibly best remembered for her song 'Mercedes Benz'. The first line is "Oh Lord won't you buy me a Mercedes Benz"!! In the development of the motor car one name stands out - Carl Benz in 1886 designed and built a two seater, three wheeler - a car using single cylinder engine fuelled by gasoline. The first car was completed in 1885 and the car was patented in 1886. What makes his car stand out at the time was that he built five and not just one prototype!! The age of car production was born.

One of my abiding interests when travelling is antiquarian booksellers. I can spend a long time browsing different books. There is always something different around every corner of the shop, hidden treasures to be found and viewed and maybe purchased.

On the Suffolk Coast at Westleton, on a B road between Leiston and Blythburgh, is one such shop almost opposite the Crown Pub and housed in a redundant non-conformist chapel. One day, a while ago, I stopped at the shop (it is not always open) and, after some browsing, came away with two copies of the East Anglian Magazine from the 1950s. One of these, the July 1956 edition, cost the princely sum of one shilling and six pence.

It was only recently that I located the magazine again; I was immediately aware that some pages appeared to be coming away from the binding. Tragedy!!

Not so. The pages falling out were an insert in the magazine for a Vintage Car Run from Norwich to Southwold, organised by the Vintage Car Club of Great Britain. The car club was formed in Brighton following the 1930 London to Brighton run, specifically to encourage the preservation and use of veteran (built before 1905) and Edwardian vehicles (built between 1905 and the end of 1918). In 2016 the Club had a world-wide membership of some 1,500 enthusiasts.

The rally took place on the 23rd and 24th June 1956. Cars taking part had to arrive in Chapelfield Gardens, Norwich by 4.00pm on the first day. The cars must have not have taken more than 48 hours on their journeys from their starting points, and have travelled under their own power. The Lord Mayor entertained the contestants to tea at 4.15pm and at 5.15pm there was a road safety drive through the City streets.

Before the second day, on the Sunday, some of the drivers drove up to Sheringham Park for a reception on the Saturday night. Cars arrived at Chapelfield Gardens between 8.30am and 9.00am for the presentation of road safety prizes, and then cars started on the trip to Southwold via Bungay and Halesworth, arriving at Southwold between 10.40am and 12 noon. Various tests lay in store on Southwold Common, the egg and spoon start (cars started by hand and driven a short distance), an agility test (cars driven around the sides of six posts), then a judging turning circle. After the presentation of prizes, there was lunch courtesy of the Chamber of Trade and the Borough Council. Afterwards, cars were then driven to Great Yarmouth arriving by 5.00pm, and then were driven through the Town to Wellington Pier. After Tea with The Mayor, drivers were then free to leave and take their cars on the long journey home.

The brochure in the magazine included advertisements for some long gone Southwold businesses;

Sutherland House - Tea rooms and restaurant; specialising in Home Made Cakes.

Jack O'Lantern - 'The most famous coffee house in East Anglia' with Espresso Pure Kenya Coffee.

Adnams Southwold Beer - 'Suffolk Beer is best' - 1954 Championship Challenge Cup for the best bottled beer in Great Britain.

Dutch Barn Restaurant - will cater in their usual style of excellence during the day of The Rally.

Satis Guest House, Yoxford - 'Special - Mrs Allen specializes in afternoon teas. Sandwiches, home-made scones and Kunzle Cakes' two shillings and three pence.

Mrs Minivers in the High Street - 'teas and set meals - vg'.

Some of those I can remember before their demise. Adnams was winning prizes even then, and the Dutch Barn, once frequented by the late Princess Margaret, became in recent years a piano bar. Satis House is still in Yoxford, but Mrs Minivers or 'Minivers' is no more. The restaurant, at No 76 High Street, traded from 1947 until 1990. Sadly for me, Tillys restaurant, a place of real character in the High Street closed about six years ago. A subsequent move to Halesworth did not really work out. As far as I am concerned, very much missed. For a

while, the restaurant also owned a vintage bus called 'Olive' which was used for trips around Southwold and for Southwold Railway heritage site tours.

Kunzle Cakes were manufactured in Birmingham and were described (before Trade Descriptions) as 'the best cakes in the world'. The business was established by Swiss Pastry Chef Christian Kunzle, and they produced what appear to be highly decorated and mouth-watering cakes!! They were probably quite a treat.

The Rally was no doubt quite spectacular. It must have been quite a sight on The Common as it was predicted the attendance would be some 1,000 cars. Given the problems these days with parking in Southwold and in particular on the road across the Common, then that is mind blowing!

It was no doubt fun and very civilised. In an era when car ownership was not universal, the chance for the man in the street to see these vehicles, and to escape as a result from the economic severity of the times, was to be applauded. Even then, the cars would hark back to a golden age of motoring, which in the present day, however much we can try, we will never really recreate.

An event about which Covid at present, has prevented me from discovering more information.

Thank you, also, sadly missed, East Anglian Magazine!



Flying Scotsman at Westerfield ...

Chris Jay

The Flying Scotsman at Westerfield on 11 November 2017



Flying Boats in New South Wales, Australia ...

1974 - Part One

Anne Beaufoy

Lord Howe island lies 500 miles north east of Sidney, whence from 1947-74, a flying boat service was operated. When living in Australia I was lucky enough to get a visit there and to fly in the two aircraft shortly before their replacement by tiny, fixed wing planes to/from their minute airstrip squeezed on to the island's flatter area.

About six miles long by just over a mile wide and with much of its coast falling sheer into the ocean. The mountainous and hilly terrain faces west in a gentle crescent giving some shelter to a lagoon.

Although dependent on the weather, this water was the only area suitable for flying boat operations, but its shallowness, as part of the southernmost outline of the Great Barrier Reef, meant that the slow wonderous take-off was possible only at high tide.

When taxiing to the mooring buoy after alighting an hour earlier, the flying boat engines needed to be revved up again to plane the hull clear of a sandbank.

Timetabling was thus variable and made fascinating journeys, for us, convening at the airlines city HQ in the small hours, with a water transfer to the base at Rose Bay near the entrance to Sidney Harbour and a 3½ hour flight in stately, spacious comfort brought us to an idyllic arrival just after dawn.

Passenger's mail and light cargo were ferried to a wooden pier amidst excitement, socialising and the bustle of an immediate turnaround.

Both aircraft being operated in their final year by ANSETT Flying Boat Service were ex-Airforce short Sunderlands, with four Pratt and Whitney engines and converted as Sandringhams carrying 42 passengers for civilian use. 'BEACHCOMBER' (Reg VHBRC) was the more streamlined and 'ISLANDER' (VHBRF) had the blunt nose typical of the original shape.



Beachcomber in flight



From the window (wing and float)



Jetty at Lord Howes Island with 'Islander'



The Lagoon-Islander alighting



Compare profile of Islander taxiing and with tail of Beachcomber



Islander planing over sandbank with civil aviation launch in attendance NB crew already looking out of the nose hatch



Islander and its tender

All photos in this article by Ann Beaufoy

Footnote:

'Beachcomber' VHBRC, originally an RAF Sunderland MkV JM715 converted to a Sandringham in 1947, now resides at the Solent Sky Museum in Southampton ... well worth a visit?

'Islander' VHBRF, another ex-RAF Sunderland MkV was transferred to the RNZAF in 1953 and served until 1963. She was then 'civilianised', retaining her original Sunderland profile, and served with 'Ansett' until 1973. She returned to the UK and operated periodically from Chatham until 1993 when she was sold to Kermit Weeks, owner of 'the Fantasy of Flight' museum in Florida where she is now resident, but hasn't flown since 1996 ... but is still potentially very airworthy!

Editor



H N ('Jimmy') James ...

David Chappell

In Transport Matters No 271, Martyn Hunt suggested we might like to share our experiences of H N James in the magazine. Here are a few memories of mine ...

As a teenage railway enthusiast living in Ipswich up to 1960, I was aware of the presence of the much respected figure, Mr H N ('Jimmy') James but I have to say that I never became acquainted directly with him that time. I can remember being present at the early meetings of the Ipswich Land Transport Society (as it was then called) held at the time at Oxborrow's Hotel, St Peter's Street, Ipswich, when he was always held in much awe.

It was not until 1992 that I formally met HNJ. This was at the '40th Anniversary of Closure' Open Day event that we held at the newly formed Mid-Suffolk Light Railway at Brockford Station, Suffolk, on Sunday 26th July 1992. I took a photograph of Jimmy standing near the rudimentary platform that we had built at a time when that was almost everything we had at the museum, except for a level crossing gate!

On that day, Jimmy mentioned he had a number of photographs he had taken at various times on the Middy and invited me to visit his home in Somerset Road to view the pictures. On the agreed evening, I turned up at his home about five minutes late and was firmly and typically rebuked by Jimmy, saying that he wasn't interested in my excuses!

Jimmy had photographed the local railways for many years. In the few weeks up to the impending closure of the Mid-Suffolk Light Railway due on 26th July 1952, small groups of enthusiasts, including Jimmy, visited the branch line and fortunately took photographs, many of which we have in the MSLRM collection.

Jimmy visited the branch, with others, on Saturday 5th July 1952, three weeks before closure and took several photographs. He visited again on the final day, 26th July 1952 and added more scenes to his collection. A selection of his photographs are shown herewith.



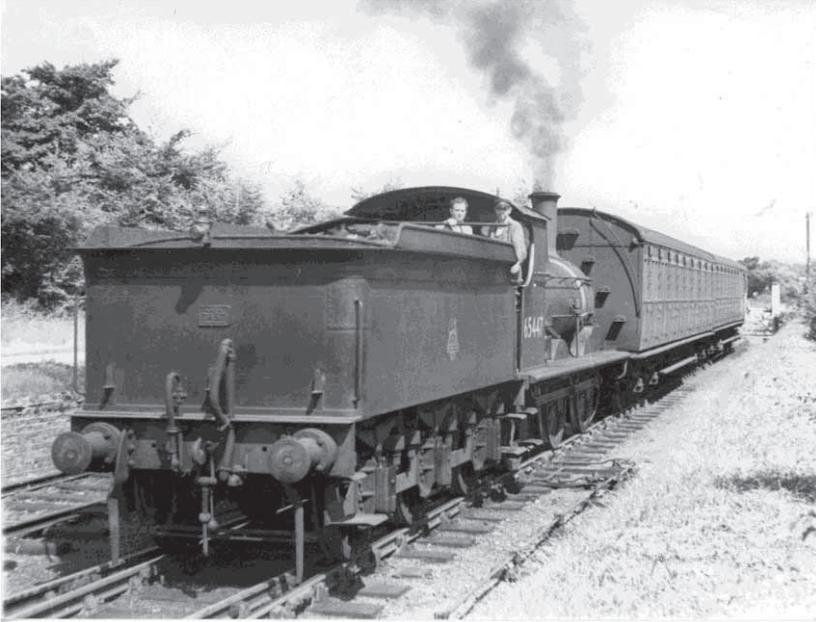
Despite there being little of railway interest that day, Jimmy was most complimentary about the MSLR set-up and wished it well.



Class J15 locomotive 65447 and two bogie coaches en route to Laxfield on Saturday 5th July 1952. He told me he asked the crew if they would stop for a photograph near the A140 bridge and they agreed!

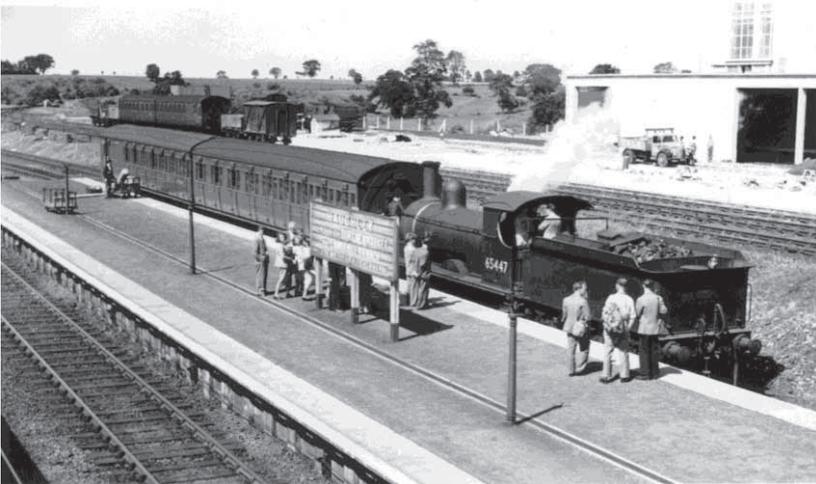


The return train from Laxfield to Haughley hauled by tender first Class J15 65447, stopped at the island platform at Kenton on the same day. Passengers on this day were all enthusiasts. The ornate KENTON sign in the background now resides at Brockford Museum.



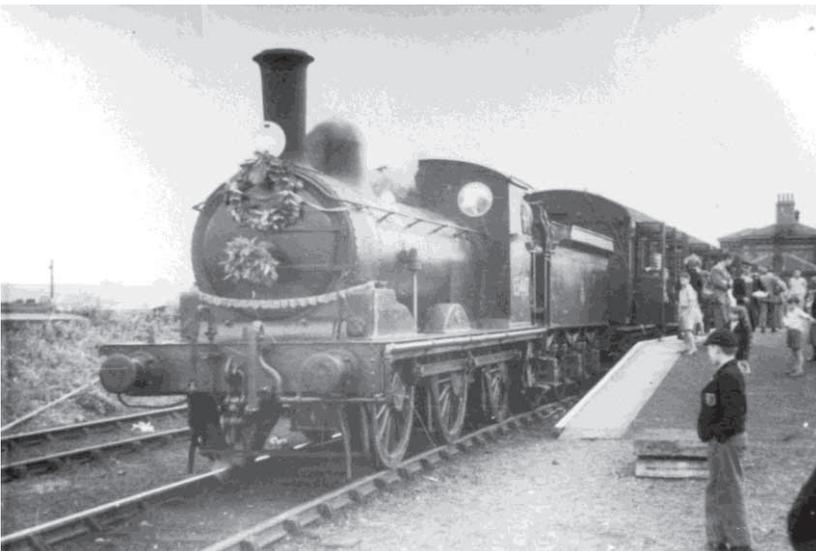
Author and enthusiast Dr Ian C Allen took many pictures on the line and Jimmy photographed him on the footplate of J15 65447, once again stopped near a station for photographic purposes. Driver Joe Skinner was only too happy to oblige! Date not recorded.

Photograph supplied by Dr Allen's daughter.



A number of enthusiasts accompanied Jimmy on Saturday 5th July 1952. This view from the footbridge shows the branch train arrived back at Haughley. Some passengers as well as the enthusiast group are waiting for a connecting main line train. Of the trio of men next to the tender, the middle gentleman is H N James.

Photograph by Les Peters from the MSLR Collection, used with permission.



The last train to Laxfield, to be hauled by J15 65447, complete with wreaths and garlands waiting to depart from Haughley station, with many onlookers and last day passengers.

Copies of all of the above are deposited within the MSLRM Archive Collection

Books for Sale ...

The IDHTS has accumulated a vast collection of books which have been donated to the society some of which are detailed below.

ALL monies from sales go into the IDHTS account.

Books for sale at £5.00 each

Great War Aircraft of WW2 by Alfred Price and Mike Spick - VGC

The Directory of Modern Military Weapons by Chris Bishop - VGC

The Bristol LH Bus by Geoff Mills - VGC

London Buses 1985-1995 by Tom McLachlan - VGC

Across the Footplate Years by John Drayton - VGC

Awdry's Steam Railways by Christopher Awdry - VGC

East Anglian Branch Album by Dr Ian C Allen - VGC

East Anglian Steam Gallery (part 4) by John D Mann - VGC

London's Lost Railways by Charles Klapper - VGC

Profile of the Southern Moguls (OPC) by Les Kelsy - VGC

Railway World Yearbook (1991) By Colin Boocock - VGC

Books for sale at £4.00 each

British Rail Operations in the 1980s by Colin Marsden - VGC

East Anglia Celebration of Steam by Nigel J L Digby - VGC (slight damage to rh lower cover)

Steam All the Way by Nigel Harris - VGC

Aircraft books for sale at £2.00 each

Demons in the Dark by Tom Atkins (signed) – paperback - GC

Mikoyan Mig-29 by Hans Halberstadt - VGC

Out of the Blue by Laddie Lucas - VGC

Test Pilots (1903-1984) by Don Middleton - VGC

Russian Falcons by Steven J Zaloga - paperback - GC

Ultimate Flight Tests Key Publishing - GC

Road books for sale at £2.00 each

Buses Annual 1986 by Gavin Booth - VGC

Municipal Buses of the 1960s by Lyndon W Rowe - GC

Royalty on the Road by Lord Montague of Beaulieu - GC

Massey-Ferguson Tractors by Michael Williams - VGC

Our Agricultural Heritage an Esso publication - VGC

MANY MORE BUS, RAIL and Air books are available at £2.00 and £3.00 each

Pre-arranged collection from:

Martyn Hunt, 4 Pine View Road, Ipswich IP1 4HS

Tel: 01473 422145

Email: martynhuntsawbo46@hotmail.com



Press/Cut-off Dates for Transport Matters ...

To enable the smooth running of future Transport Matters contributors should be aware of the following press/cut-off dates.

15th of each of the following months, namely January, April, July and October.

This will ensure that members will receive TM in February, May, August and November.

An Unexpected Royal Visit to Marham ...

Ken Austin

Just to fill space here, I have an excuse to relate the time I unexpectedly met Prince Philip back in the late 1960s when he bought me a beer! I was serving in the Royal Air Force, based at RAF Marham working as an Assistant Air Traffic Controller in the control tower.

It was just a day or so away from Christmas so the base was run down with just minimal staff on standby, including myself. An RAF Police Land Rover pulled up outside our married quarter and I was told to get in to work quickly as an unscheduled Royal flight was coming.

The message from the boss was that it was just for a drop off and would not take long, so we need not bother to come in uniform. As you know, there is a large chalet in Norfolk where the Royals go for their Christmas holiday. For whatever reason, Prince Philip had been away and was now rejoining the family by flying into Marham, his local Airfield. It was not uncommon to have such flights, but this was low key short notice. To open the airfield there has to firstly be a runway inspection, normally carried out first thing after booking out the section Land rover and driving the 9,000ft length, but in the circumstances I did this rapidly on the way to the tower using my own Renault Dauphin-Gordini car - Eat your heart out Clarkson - then once in the tower activating the airfield lighting. There were only three of us required/found for this low key event, including the senior controller in jeans along with his dog! The flight duly landed, the Station Commander was waiting in uniform where the plane was to park, no doubt, to say "Hi Phil" (or some such), alongside a black limo. It was obvious from the way it landed who was at the controls of the Andover - any other pilot would have got the sack - and he then asked for clearance to taxi "The Long Way Around". This meant that he would pass the tower so we anticipated a good view, but it then stopped on the taxiway outside. Soon a door opened and out came two men in black with a box, followed by the man himself! They all made for the tower - there were exclamations about Jesus Christ which had nothing to do with Christmas! Anyway, all three came up - the Heavies struggling with a crate of Fullers Beer! We were speechless as the Duke apologised for disrupting our day, said Happy Christmas and promptly left with the jovial words "Can't stop, I'm parked on yellows with the engine running". He was told not to worry as we would not tell anyone, but then had a call from the Station Commander asking (not very politely) what was going on. The beer was not mentioned.



*Avro Hawker Sidley 748 as flown by HRH Prince Philip in the late 1960s
(Photo: Courtesy of Ken Delve, RAF Marham Aviation Heritage Centre)*

Due to Covid-19 currently all organisations' meetings and events have been cancelled. We suggest you contact organisations once the 'lockdown' is eased. Please see details below.

Bentwaters Cold War Museum	www.bcwm.org.uk	
Ipswich Aviation Society	Barry Turner	07789 168430
Ipswich Maritime Trust	Fraser Yates	07531 083576
Ipswich Transport Society	Chris Williamson	07850 661352
Martlesham Heath Aviation Society	Howard King	01473 274300
Mid Suffolk Light Railway Museum	www.mslr.org.uk	01449 766899
Railway Correspondence and Travel Society	John Day	01473 404683
Suffolk Family History Society	Howard King	01473 274300
Suffolk Industrial Archaeology Society	Steve Worsley	
World Ships Society	Derek Sands	01255 507017

Ipswich and District Historical Transport Society ...

Due to the uncertainties surrounding Covid 19 all meetings have been cancelled until social gatherings are allowed.

IDHTS Contacts ...

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