

Ipswich & District Historical Transport Society

ISSN 0306.0187

Transport Matters



Albatross DV at Stow Maries Airfield August 2016 (Photo: Phil Argent) - see article on page 6

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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.

**No 254
November
2016**

Editorial ...

Phil Argent

Welcome to TM 254 ... I do hope that all of you who wish to receive the printed version of our mag will have ticked the correct box on the membership form. New forms have been printed as a result. My concern arose when I nearly ticked the wrong box and suspicions were confirmed at our September AGM Meeting (whilst at the door) when I had to send a number of you back to our membership desk to amend your choice. So if you are wondering what's happened to your copy of the latest TM, and are reading this on your computer screen, you'll know the reason!

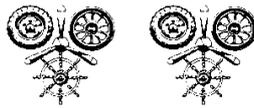
If we are to see TM continue to improve as it has done these past couple of years, I cannot over-emphasise the importance of **YOUR** contributions and participation in making it so. I welcome your ideas, photographs and articles for future inclusion in TM ... don't hold back! My thanks to all contributors to this issue.

I wish you all a Merry Christmas and Happy New Year.

Obituaries ...

Martyn Hunt

It is with regret that we have been informed of the deaths of members Peter Osborn (Ipswich) and Peter Smith (Felixstowe) - your Chairman has extended sympathies to the families.



ADDITIONAL PARKING

Please note: additional car parking is NOW available on our meetings evenings on the HiQ premises but **PLEASE DO NOT PARK IN FRONT OF THE LARGE SIDE DOOR** (access is required 24/7).

Also parking **MUST ONLY** take place on **ONE** side of the access road leading to the SA car park and apartments - this private road **MUST BE AVAILABLE** at **ALL TIMES** for the SA, residents and **EMERGENCY SERVICES**.

PLEASE support HiQ for your vehicle requirements, ask for Dominic or Harley (and mention the IDHTS holds its meetings at the SA).

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580 Woodbridge Road, Ipswich, IP4 4PH
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Please send articles for the next Transport Matters to Phil Argent (see back page for details) by 15 January 2017

Chairman's Report 2015-2016 ...

Martyn Hunt

This report covers the period September 2015 to date and is the first involving our new location at the Salvation Army Citadel, Woodbridge Road, Ipswich.

Whilst we knew the move to the Citadel was correct, both management negotiations and car parking facilities being almost immeasurably different, we viewed it with a certain amount of apprehension as it could have meant a good, or not so good, move. It proved, in reality, to be an incredible move, and despite losing four of our Ascension Hall attendees / members we gained 23 new members, this being up from 101 to 124. Our membership and attendees remained loyal to the Society with the average attendances at meetings equating to 82 up from 70 in the previous session.

It became apparent after just two meetings that our room was not big enough so I quickly recommended to your committee a move into the church, although a personal goal of mine I didn't expect this to happen so quickly. The third meeting, a presentation by Dave Pearce and Graham Kenworthy about Ipswich Docks, brought in 110 attendees, whilst the March meeting with Ray Barrett's presentation about the Vulcan bomber made for a record crowd of 120. The church, although being more expensive to hire, offered more comfortable seating and a better visual and sound system. The latter meant more challenges to both committee member Graham Austin (technical) and Secretary Mervyn Russen. The solution to this was that two members of the Salvation Army (David and Morven) are now on the technical desk at our meetings, a big THANK you to both of them.

Finances are in the very capable hands of our Treasurer, Pat Caddick, and, as you will hear, are in a healthy state. You will recall that at the Ascension we ran a monthly draw which boosted society funds considerably. Rules at the Salvation Army precluded us from running the draw, however, a book sale stall run by new committee member Chris Williamson has proved very popular & will continue to raise revenue.

Transport Matters under the editorial of Phil Argent with valued assistance from our printers Sharward Services Ltd has continued to thrive. However, whilst we are happy with the content from all those who have contributed articles your committee would like to see some 'new' contributors, particularly as the membership has increased.

Pat and myself left our normal Treasurer and Chairman's hats at home on the 9 July when we co-organised the annual excursion to the GWS premises at Didcot, filling a 49 seater coach, and with our regular drivers David Gibbs and Andrew Gee made for another excellent day out. The excursion raised funds for the IDHTS and we were also able to make a donation to the Railmotor project at Didcot, our evening meal location was at Stokenchurch before heading home via the M40 / M25 and A12.

So an exceedingly good year for the Society BUT complacency MUST NOT creep in. Your committee will keep its feet firmly on the accelerator to stabilize, enhance and, with the membership's help, increase its member numbers and meeting attendances to retain its position in the Premiership league of local societies.

THANKS are due to Ralph, Peter and Anne for keeping us refreshed at our meetings, additionally to Anne for taking committee meeting minutes.

THANKS to Dave Nelson who, despite a difficult personal year for him, updates our website which has now received over 6,000 hits.

Mervyn, your Society Secretary, should be congratulated upon compiling our 2016-2017 programme of monthly meetings which I am sure you will agree covers some very interesting subjects-enjoy them all. He is also responsible for keeping Society Matters up to date.

Lastly I wish to THANK ALL committee members for their continued support during this session which at times has been challenging. Chris Williamson was co-opted onto the committee and is responsible for updating the leaflet display and book sales.

At last year's AGM two proposals were put forward.

- 1 Chris Williamson suggested that the excursion to be an all in one price to include meal cost.
- 2 John Day suggested that Transport Matters (not a current edition) be put onto the website.

Both these items have been done.

Challenge for 2016-2017 - PUBLICITY. Many of the committee members publicise our meetings, it would be nice if ALL this could be done by one person - qualifications being to be computer literate and personable.

Meeting Reports ...

Mervyn Russen

Restoration of a Model T Ford

28 September 2016

Barry Emms



Model T Chassis



Bodywork of Model T



The Refurbished Model T with Barry Emms

After the AGM and refreshment break we were treated to an illustrated presentation by our member, Barry Emms, entitled: 'Restoration of a Model T Ford'.

It is always fascinating to listen to a quietly spoken expert engineer tell the story of a quite complex project in a very understated way: Barry is such a man.

The story begins with a business associate buying a Model T Ford of 1922 vintage in 1993. He asked Barry if he would renovate it with the words: "Probably only needs the kingpins changing". This was to be the beginning of a process involving the complete rebuilding of the vehicle. It seemed that every item looked at required either replacement or work done on it. The engine was in a poor state and even the spark plugs, for example, were seized solid in their mountings. On the bright side – replacing components was not too big a problem as they were available in the United States.

The work took eighteen months to complete. This is an amazingly short amount of time when considering that Barry did all this work in his spare time.

Barry ended his talk by saying that the fully renovated car was probably now worth £10,000 conservatively. The sad part for him is that, as things stand, he has no idea where the car is now.

As a matter of interest; Henry Ford launched the Model T in 1908 and production of the car continued until 1927. On 26 May 1927 Henry Ford and his son Edsel, drove the 15 millionth Model T out of the factory.

Our Chairman thanked Barry and the latter was given generous applause by an appreciative audience of 56 members and guests.

All photos: Barry Emms

Not Only Aces – The Royal Flying Corps and WWI

26 October 2016

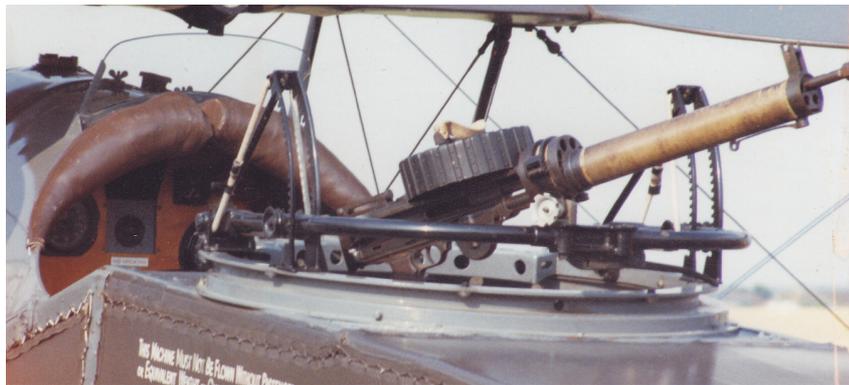
Mike Meech

An audience of 70 members and visitors was entertained by an illustrated talk by Mike Meech entitled; 'Not Only Aces – The Royal Flying Corps and WW1'.

Mike is a member of Cross and Cockade International which is a First World War aviation historical association. He began by telling us of the beginnings of the Royal Flying Corps which was formed in 1912. In the early days of WW1 aircraft were used mainly for directing artillery. Two seaters were used and the pilot was of secondary importance - the observer was very often the senior officer on board. Observation balloons and kites were also used in this role. Despite never being used operationally kites remained in use with both the Navy and Army up until the beginning of the First World War. The Army List of August 1914 includes a Kite Section of the RFC stationed at South Farnborough. The Section however was disbanded shortly afterwards.



Sopwith Pup 1916 (Photo: Phil Argent)



Cockpit and observers position in a Bristol Fighter (Photo: Phil Argent)

Any contact with enemy aircraft was at first minimal. Sometimes fire was exchanged using revolvers but this soon became more sophisticated as the Scout Squadrons came into being. The value to army and civilian morale of so-called 'Aces' was recognised and any pilot credited with a minimum of five 'kills' was described as such. The names of aces on both sides became legendary and even now most people have heard of Manfred

von Richthofen who amassed 80 victories before finally being killed in 1918.

Mike also described the role of the bombers during the conflict. The beginning of this involved men dropping the bombs by hand out of the cockpit. Germany utilised their famous Zeppelin airships for this role and the first bombs fell on English soil when a raid was made by these aircraft on London on the 31 May 1915. The raid killed 28 people and injured 60 more.



Sopwith Snipe (Photo: Phil Argent)

The Royal Flying Corps was originally part of the army but together with Royal Naval Air Service it became the Royal Air Force as a separate entity in 1918.

Our Chairman thanked Mike and the latter was given generous applause by an appreciative audience.

Stow Maries Great War Aerodrome ...

Phil Argent



Albatross DV (Photo: Phil Argent)

at Stow Maries and **C** flight at 'Suttons Farm' which became the famous RAF Station Hornchurch and is now housing estates and industrial sites!



*Fokker Eindecker – scourge of the RFC 1915-1916
(Photo: Phil Argent)*



*Morane-Saulnier monoplane - contemporary of the
Fokker Eindecker
(Photo: Phil Argent)*

However, all these frustrations evaporated on seeing at close quarters both the Albatross DV and Sopwith Snipe taking to the skies in marginal conditions ... the sight, sounds and smells of these aeroplanes in action is bringing this 'Time Capsule' to life again. The atmosphere was magical and the organisers added some background music contemporary to the period. To say I was impressed is an understatement and this is just a taste of what's to come.

In the middle of nowhere it seems there exists a 'time capsule' of an RFC Aerodrome. It is by virtue of its remote location that it has survived as such. In fact, situated between Danbury and Cold Norton in the heart of Essex countryside, some two dozen original buildings have survived on an airfield of 118 acres requisitioned by the government in 1916 ... the most complete and original RFC Aerodrome in existence today!

Stow Maries was one of three stations to house the three flights of 37 (home defence) Squadron RFC. **A** flight at Rochford (now Southend Airport), **B** flight

The government had to do something about the public outcry of Zeppelins and Gotha bombers seemingly coming over here causing death and destruction at will. So the home defence squadrons were formed, and the airfields created. At its peak Stow Maries was 'home' to 219 personnel and 16 Sopwith Camels ... a thriving community which had become the RAF in April 1918. In 1919 the station was closed and the buildings (which are now all Grade II listed status) returned to agricultural use. The present owner is the Stow Maries Great War Aerodrome Trust.

£1.5 million from the National Heritage Memorial Fund was received in 2013 which has ensured the future of this very unique site. The Trust has successfully attracted more awards since then and is well on the way to making Stow Maries the premier WWI aviation attraction in Europe. Maybe by that time the site will be well 'sign-posted'!

On the Sunday in August that Mick Reader (fellow IDHTS member) and self, decided to visit this place we drove in proverbial circles around the Maldon Area ... for around 15 minutes totally lost I'm ashamed to say. It wouldn't have happened in rural Suffolk!

GPS is recommended if you've got one and the postcode is CM3 6RJ if you are unfamiliar with the territory and wish to avoid the frustrations such can cause!

More pictures taken at Stow Maries - August 2016



*Sopwith Camel perhaps the most famous of all WWI RFC aeroplanes.
It was the first British fighter with two synchronised machine guns to arrive at the front in 1917.
The Camel was also the first Sopwith design analysed by engineers for strength.
It was in fact the most successful RFC fighter but it required skilful piloting to master it.
(All photos: Phil Argent)*



Display of rotary and stationary engines at the museum



*Morane Saulnier Type N replica.
The aircraft was the RFC's and French Air Services attempt at shooting straight ahead through the propeller by fitting steel deflector plates.
It was a very advanced performer in 1915.*



Albatross DV and Sopwith Snipe in their natural element

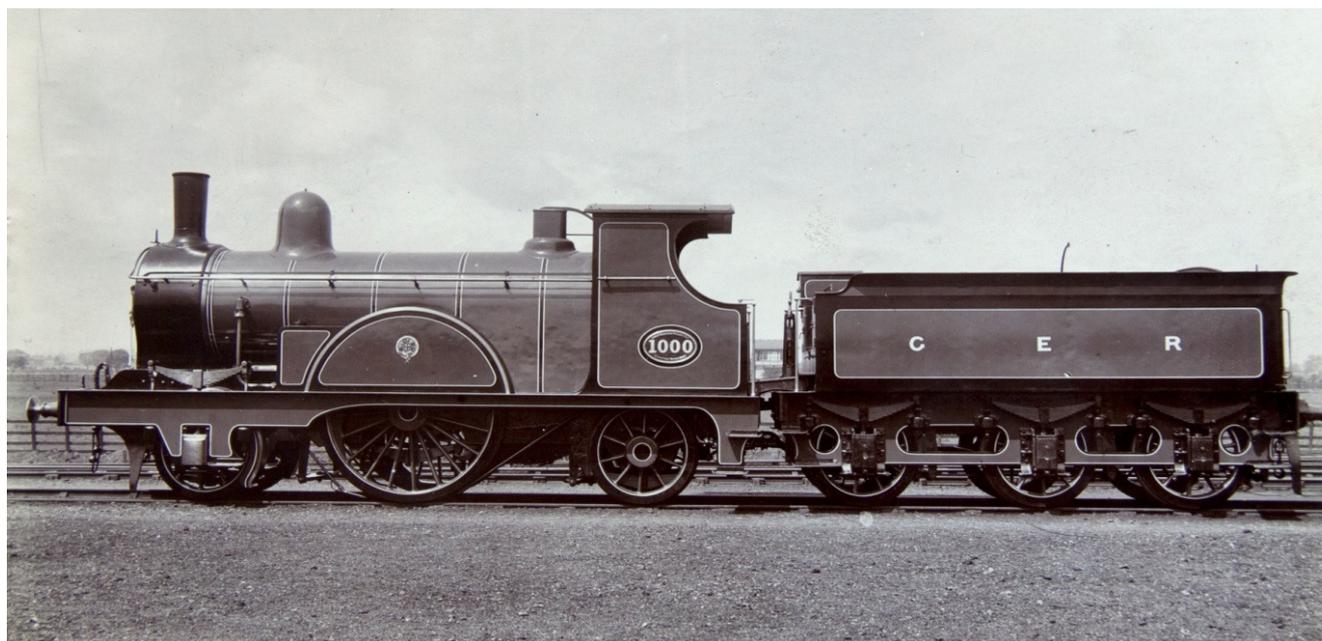
The Other Great Eastern Railway Single Drivers

Part One ...

Mervyn Russen

Two Great Eastern Railway classes of single driver were not mentioned in my three previous articles about this particular locomotive type in TM (The Glorious Days of the Single Drivers, published in newsletter numbers 249 to 251 inclusive). These classes were the D27 2-2-2's and the P43 4-2-2's and they were both built during the reign of James Holden at Stratford in the 1880's and 90's. They were both short lived locomotive types but have their place in the history of our regions railway.

The D27 2-2-2's



Number 1000 of the final batch of class D27 built in 1893 (Photo: Tony Hisgett)

This class was introduced when the single drivers came back into fashion with the advent of steam sanding. It is no surprise that James Holden had a liking for locos having this wheel arrangement. He had always been impressed by the free running ability of the breed. He had also worked for William Dean on the Great Western Railway and was very familiar with his old chief's successful 2-2-2's and 4-2-2's.

Initially he tested the GER mainline with a T19 2-4-0 minus its coupling rods. The locomotive he chose was number 721. She hauled some light expresses successfully in this form and so in February 1889 the pioneer of his brand new 2-2-2 class number 789 made her first appearance. Some authors have said that the loco initially carried the number 740, including Mr Langley Aldrich in his otherwise superb book; 'The Locomotives of the Great Eastern Railway 1862-1962'. There is little evidence for this assumption.

The new single was very similar in appearance to the T19 class of engine, weighing in at just over forty tons (loco only), having a boiler pressed to 140psi and slightly larger cylinders measuring 18" x 25". The main difference, apart from the wheel arrangement, was the use of rubber pads to cushion the spring hangers. The tender utilised was a 2,612 gallon one acquired from a recently scrapped Adams 'Mogul'. The pioneer loco proved successful in service and the rubber spring pads were used in the remainder of the class and in many other GER classes that followed.

Ten new engines to works order D27 were built in the summer of 1891 these were numbered 770-779. A new 2,640 gallon tender was attached to each engine.

The final batch of the class emerged from Stratford Works in 1893 with boilers pressed to 160 psi. The new engines were numbered 1000-1009.

The D27 locomotives were the obvious choice when the idea of a new express train running from Liverpool Street to Cromer was mooted as early as 1895. In 1879 there had come into use a sharply curved spur line linking the main line into Norwich Thorpe with the line from Norwich to Yarmouth Vauxhall. The Cromer branch diverged from the latter at Whitlingham Junction. This route was used by the first experimental non-stop train from London to Cromer and back on 3 November 1895. The locomotive used was Class D27 number 1006 converted from coal to oil burning and fitted with a large 3,066 gallon tender and she completed the job successfully hauling a light load of 140 tons. In 1896 water troughs were installed at Tivetshall and in 1897 another set was installed at Halifax Junction at Ipswich. These last two improvements made it possible to routinely bypass Norwich and work without a stop from London to the Cromer branch. In July 1897 the 'Cromer Express' began to run, non-stop over the 130.2 miles to North Walsham in 158 minutes and on to Cromer in two hours and fifty-five minutes.

Numbers 1004, 1005 and 1007-9 were fitted with the oil burning facility and all of the engines numbered 1004-9 had water scoops fitted to their tenders in 1896 in preparation for working this premier service. Numbers 1007-1009 were originally allocated to Parkeston Quay shed after delivery in 1893 and regularly worked the Harwich and York Continental Express but they were moved to Ipswich in 1896 ready to take their turn working the new Cromer service. Numbers 1004-6 were already stationed at Norwich and therefore ideally placed for this job.

Charles Rous-Martin left a record of a run on one of the final batch of D27's on the Cromer Express in 1898. Unfortunately he did not say which locomotive was involved. The load was no more than 170 tons but on the up journey the engine ran the 99.4 miles from passing the swingbridge at Trowse to a signal check at Harold Wood in 112 minutes (seven minutes earlier than scheduled). It also hit 70 mph on several occasions on that journey.

The other locomotives of the class were mainly allocated either to Cambridge or Doncaster working inter-regional 'joint' or 'Cathedral Route' trains passing through Ely, Lincoln, March and terminating at York. Below is a table showing information on each locomotive including its original shed allocation.

Original No.	Date Built	Initial Shed	Other known sheds	Year Scrapped	Note
789	1889	Cambridge	-	1905	Later renumbered 780
770	1891	Doncaster	-	1906	
771	1891	Doncaster	-	1904	
772	1891	Doncaster	-	1905	
773	1891	Doncaster	-	1902	
774	1891	Doncaster	-	1905	
775	1891	Doncaster	-	1904	
776	1891	Cambridge	-	1907	Last of the class withdrawn
777	1891	Cambridge	-	1905	
778	1891	Cambridge	-	1907	
779	1891	Cambridge	-	1907	
1000	1893	Doncaster	York	1901	
1001	1893	Cambridge	Ely	1902	
1002	1893	Cambridge	-	1901	First of the class withdrawn
1003	1893	Cambridge	Ely	1902	
1004	1893	Norwich	-	1904	
1005	1893	Norwich	-	1901	
1006	1893	Norwich	-	1904	
1007	1893	Parkeston Quay	Ipswich	1901	
1008	1893	Parkeston Quay	Ipswich	1903	
1009	1893	Parkeston Quay	Ipswich	1903	

The class had a maximum life of sixteen years and were all gone by 1907.

See the next edition of TM for my article on the P43's which ousted the D27's on the Cromer express duties.

Burrell Ploughing Engine Project ...

Barry Emms

As a long serving volunteer at the Museum of East Anglian Life (MEAL) at Stowmarket I was involved with many restoration projects.

The museum has a pair of Burrell ploughing engines which are used to demonstrate cultivation rather than ploughing due to their light weight.

Since acquisition a problem had been wear in the gear train which necessitated running in high gear, not a good situation. The idea of a new gear was discussed, from my experience I knew this to be prohibitively expensive, however, I thought I could make a pattern in order to have a casting made. As we only required one casting we did not need a pattern made from wood and a polystyrene pattern which would be destroyed in the casting process would be sufficient. Therefore, I acquired several pieces of high density polystyrene from a builder.

The gear in question was a dual set with 40 teeth in the high gear 48 teeth in the low gear. The teeth were about $1\frac{3}{4}$ " thick and the material 2" thick so it had to be reduced using a modellers hot wire cutter.

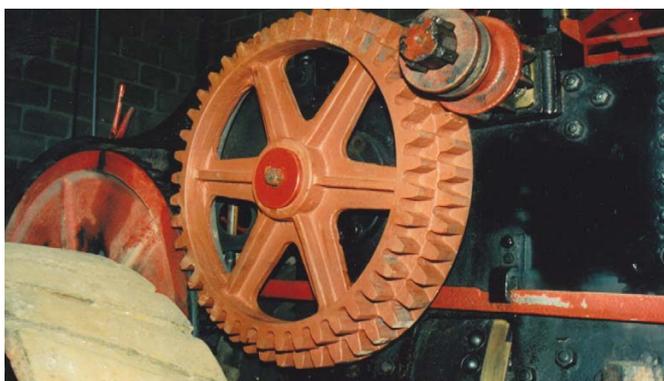
I made a small hot wire cutter for cutting various shapes including the gear teeth. A gear of this vintage has teeth with an involute profile. Two blanks were cut with an allowance for contraction of iron.

To form the teeth we used a straight edge against which we could roll the polystyrene blank which, of course, was marked out for the appropriate number of teeth. With the hot wire cutter in position rolling the blank past the cutter would produce one edge of one tooth, this had to be done with great care. Assisted by fellow volunteer David Street we eventually had two gear blanks. Quite a few hours to make two gear rings, six spokes, six webs, a back-plate, a large boss and much patient gluing with PVA gave us a working pattern.

We had a working relationship with Loddon foundry in Norfolk who were prepared to make our casting. The technique for this was to ram up the mould boxes in the normal way and then burn out the patterns before pouring the metal. I machined the resultant casting at the museum, bored the boss and cut the keyway.

The results can be seen in the photographs. I did take photos of the pattern but they were fogged by the infra-red heaters in the workshop.

All this was in the early 1990s, I don't know where or when I found out about polystyrene as a pattern material, however, it has become a system for making castings for among others the many locomotive restoration projects that are currently being undertaken.



H H Nears (Coachbuilders) - Part Two ...

Martyn Hunt

Following on from my appeal in the last Transport Matters regarding the above company I am indebted to Bob Malster and John Upson for further information.

Firstly, from member Bob Malster. In a Kelly's directory dated 1925 Henry H Nears seems to have taken over premises at Hyde Park Corner / St Georges Street from mineral water makers, Talbots, Nears being described as a car fittings manufacturer with a telephone number of 817. By 1929 the business was entitled motor coach builder and fittings manufacturer with 'phone number 2817. Between 1937 and 1940 the premises on the corner of Charles Street / High Street had been taken on as workshops and by 1949 the original Hyde Park Corner / St Georges Street site had been vacated and was now occupied by F W Howard & Son, woodworkers.

Secondly from John Upson (a contact via IDHTS member Ivan Gould). I spoke with John whom after de-mob from the Army in 1949 was employed by Barnards of Stowmarket for five years. Moving to H H Nears and being employed by them in the 1950s-mid 60s John became head sprayer working alongside both Frank and Harry (Henry) Nears training, eg M G (Mick) Kerry before he (Mick) started his own car body repair business. In the 1960s / 70s the telephone number would have been 52817.

Sadly it appears that H H Nears, described as Coach and Car Body Builders and Repairers, fell upon hard times as in the London Gazette dated 3 November 1977 (*see below*) John David Bromfield Brow trading at 7 Elm Street, Ipswich, was appointed as Liquidator on the 20 October 1977. So ended another family business in Ipswich.

THANKS to Bob and John for their contributions.

Name of Company: H. H. NEARS LIMITED.
Nature of Business: COACH AND CAR BODY BUILDERS AND REPAIRERS.
Address of Registered Office: 7 Elm Street, Ipswich, Suffolk.
Liquidator's Name and Address: John David Bromfield Brow, 7 Elm Street, Ipswich, Suffolk.
Date of Appointment: 20th October 1977.
By whom Appointed: Members. (280)

Additional information - The Nears building is now used by the Museums Service as a storeroom.

Rail Franchise and Crossrail ...

Martyn Hunt

The delayed announcement of the winner to operate trains in East Anglia was announced by Transport Secretary Chris Grayling when visiting train manufacturer Bombardier in Derby in August.

Current operator Abellio Greater Anglia, along with First Group and National Express, were the bidders. Abellio were awarded the contract to take on the franchise to run for nine years from October 2016 with a rebranding to Greater Anglia. All services will be either electric or diesel multiple units (DMU) - the DMU's being able to operate in bio-mode (diesel or electric), this will see a total replacement of existing stock including loco hauled sets.

Stadler Rail of Switzerland are the major supplier of the electric units, whilst Bombardier will supply the bio-mode units.

All this is supposed to happen within in 2019 / 2020 period including Ipswich in 60 and Norwich in 90. Many infrastructure projects will continue to take place in the interim period to (hopefully) make it all happen and will no doubt lead to more rail replacement services being substituted with buses.

Meanwhile the Crossrail project continues apace with the announcement that class 345 EMU's are being built at Bombardier, Derby, testing of which is already taking place at the Old Dalby test track in Leicestershire.

The Two-Wheeled Revolution - Part One ...

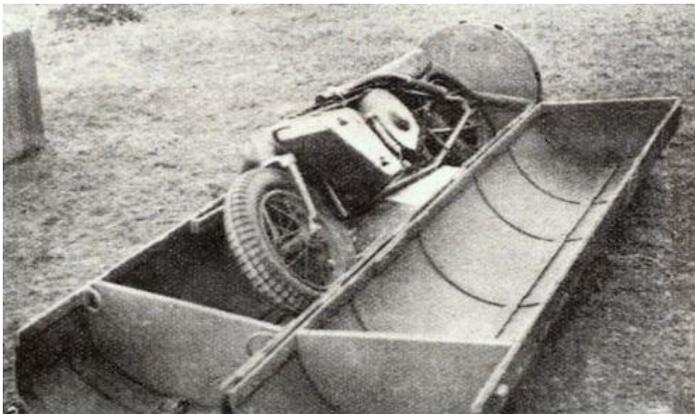
John Barbrook

Cheap to make and run, motorised two-wheeled transport has been around for many years. I can just remember the noisy little 98cc Villiers-powered bone-shaker Corgi bike – later model of the earlier and original military Welbike – devised at Welwyn by and for the SOE in around 1942 for clandestine operations in occupied Europe. When folded up it fitted into a parachute airdrop container and was claimed that it could be unpacked and assembled ready for a push-start in 11 seconds! I cannot imagine that on a muddy field behind enemy lines.

TM readers may remember an article which I entered in September 2006, telling of my experience as a 17 year-old when I owned a 49cc Mini-Motor. Coming out of its Italian origins, in 1948 it was made in this country by Trojan at Croydon. Designed to take the pedal out of pedal-cycling but with minimal expenditure, it was a fearsome two-stroke 'outboard' contraption, which bolted on to the seat pillar over the back wheel. With a serrated steel roller driving directly onto the rear tyre, in wet weather the drive roller slipped, drenching the legs of the rider in the process. There was an optional nonslip 'carborundum' drive pinion, but it ate tyres at a frightening rate.

It was whilst riding my PV9922 in 1956 that I took my motor-cycle driving test. Quite why the examiner gave me a round of applause and the associated pass-ticket I still don't understand. With pedal cycle brakes, from 25mph, the noisy little monster had a stopping distance of around a quarter of a mile. I almost ran over him when, with his hand up, he stepped off the pavement outside his office in Henley Road!

During those same years as the emergence of the Mini-Motor immediately after WWII, other small capacity engines capable of being bolted onto a standard cycle frame emerged. One which became very successful in France was the VeloSolex, a 45cc front wheel drive engine which achieved world-wide sales of around eight millions over four decades up to 1988. I can remember seeing dozens of them in Paris during the 1950s and impressed by how quiet they were. But fixed to the standard cycle frame, they put a great strain on the front forks – causing some nasty accidents. Some may also recall the German design 32cc Cyclomaster, later produced in this country, which was neatly incorporated into the rear wheel.



Many post-Second World War cheap forms of personal transport, just like the Mini-Motor, also began their life in Italy. They were followed by a succession of motor-scooters. Several were produced in former aircraft manufacturing factories in Milan and Pisa where engineering skills and plentiful labour were still available. The Innocenti factory is just one example.

After my National Service, in 1956 I bought a second-hand Lambretta from Geoff Revett (of Revett's Cycles in Berner's Street), becoming the proud owner of 421APH – a 150cc LDB. Like most of its scooter successors, it had the luxury, not only of greatly improved weather protection and a proper passenger seat but also of an easy to change spare wheel, the latter facility not available to conventional motor cyclists. In many respects, it was well designed and almost over-engineered, with a substantial cast alloy crankcase and very nice swinging arm rear suspension. This contained totally enclosed right-angled pinions and a torque absorbing pencil-thin prop-shaft, driving a crown-wheel on the back axle. Gear changing was by a rather hit-or-miss twisting mechanism on the left handle-grip – the weakest part of the design – with two persistently troublesome Bowden cables. Most of the cables on this Lambretta model were strapped to the tubular frame under the footboard and exposed to water,





grit and salt corrosion. It was wise to carry spare inner cables in your tool kit. However, one of the major discomforts was, that like most vertical single cylinder engines, all the vibration was concentrated right under the driver's seat. A bit like the Mini-Motor, not a pleasant experience on long journeys.

Engine speed pick-up and acceleration always seemed rather sluggish, and with an eventual top speed of around 55mph, was not the fastest two wheels on the road.

Like most of its contemporaries with a two-stroke engine, it encouraged you to carry a bottle of two-stroke oil to pour into your tank on refuelling, unless you were happy to

chance finding one of the few but increasing number of small two-stroke fuel dispensing pumps at filling stations. For long journeys (especially at night), you carried a precautionary can of ready-mixed fuel strapped down on the foot-board between your feet.

Although used originally for getting to work, for me it soon also became a machine of leisure travel, with several very ambitious – and in those days mostly solo – holidays in this country. Of the longest I can recall were Land's End and back to the south and Aberdeen to the north. I was careful not to say "and back" with the latter, as it ended well short of my destination when the engine main-shaft, carrying the flywheel and cooling fan sheared off, and I, plus machine, were rescued by the RAC, taken to Glasgow rail station and put onto the train home.

At about the same time, through the encouragement of a former RAF colleague, I became a gliding enthusiast, and as a member of the Surrey Gliding Club at Lasham in Hampshire, needed something cheap and reliable to get me there and back at all sorts of hours. My Lambretta just about did the job.

I began looking longingly at the new generation of Lambrettas – engineered quite differently but whose engine performance and road-holding was claimed to be greatly improved.

But my friend (who often rode down to Lasham from his home in Kent to join me for a weekend's gliding), owned a Vespa – and a much coveted Gran Sport (GS) model at that. Whilst it still only had a 150cc two-stroke engine, it impressively out-performed my rather pedestrian Lambretta, and most other scooters with that engine capacity on the road.



The story of my Vespa ownership will come in the next edition of TM.

Ipswich Buses (IB) Update ...

Jeremy Cooper, Managing Director, Ipswich Buses

The following non-runners have been sold on for dismantling by others. Trident 6 (engine and gearbox failure), Tridents 18 and 19 along with Olympian 43 (ex-Carters) rotten chassis), Trident 17 awaits its in-house rebuilt engine. Optare Spectra 53 has been sold for further use, whilst Dennis Lance 162 has been donated to Otley College for practical use by Engineering Apprentices. Optare Spectra 52 will be restricted to school duties from that date although along with open top Leyland Atlantean 9 can be used as 'historic' vehicles for 20 days in any one year. Coach 156 has lost its Carters name in favour of Ipswich Buses but retains its Carters livery. Coach 157 (ex-Carters) has been exchanged for AD Enviro200 KX59 GNY and gained fleet number 77. AD Enviro200 (MMC) demonstrator YK65 RKK arrived in September for evaluation and given fleet number 500 (as is customary for IB demonstrators) but due to technical issues was not used in service, however the vehicle did take part in the Ipswich Transport Museum's Dennis themed day on 1 October 2016.

No further vehicle movements are anticipated. Some fare increases took place on 3 October 2016 and some timetable adjustments will take place from January 2017. News is awaited from Suffolk County Council regarding the ongoing Park and Ride Services.

Why the Austin Seven? ...

Doug Harper



1923 Austin Seven Tourer (Photo: Doug Harper)

The Austin Motor Company (AMCo) was in financial difficulties in the early 1920s. In that decade over 60% of British Motor Companies became bankrupt, ceased production, merged with other companies, made other products or otherwise departed.

Herbert Austin who had founded AMCo in 1905 and who was almost constantly at odds with the Board believed that he could develop a 'baby car' which would turn the company's fortunes round. He could get no support and in September 1921 lost patience and invited Stanley Edge, a young, talented, member of the design office to work in his home, Lickey Grange, on his concept. The Board subsequently rejected the design until Herbert forced their hands by announcing that he was about to produce a small car during a speech to an Industry Dinner, and entering into negotiation to take-over a redundant

Wolseley factory in his own name. Grudgingly he was allowed to recruit a team of six picked men, appoint a foreman (Alf Depper who went on to be Austin's Racing Mechanic) with Stan Edge to 'oversee' (that is carry out Herbert's wishes), in a bay within Longbridge, plus access to 'one off' facilities. A maximum of three prototypes were authorised for testing and evaluation.

Work started at Easter 1922 and Austin demanded that by Whitsun he would have a car available at all times for development and testing. In fact by then two cars were running, number three was well under way and the illicit number four prototype racer was more than a gleam in Herbert's eye. The car was demonstrated at the annual Longbridge Fete to a mixed reception and then the real battle started to get a production go-ahead. Much of the Board and many important Agents were implacably opposed in spite of the car's performance and enthusiastic response from much of the Motor Press (after being given road tests).

Herbert Austin was hyper-active in the project and gave his views forcibly at a Luncheon at Claridges in late July in which he described the car and reasons for the concept:

- a) A large number of would-be motorists wanted transport which offered better weather protection for a small family, but was not so expensive to buy, or run as contemporary cars. (He believed that his car would deal a fatal blow to motor-cycle combinations and cycle-cars at the same time.)
- b) The car was intended for owners who could not store large cars - 8 feet 8 inches in length, 3 feet 10 inches in width. Tax was low, it offered accommodation for two adults and two children with a fitted hood and side curtains which opened with the doors. There were no running boards to make access to the rear easier.
- c) Four wheel brakes were fitted which were necessary to cope with lively performance and narrow track, because of careful design cost no more than for rear brakes only (then the norm, Rolls Royce did not fit four wheel brakes as standard until 1928).
- d) The experimental cars weighed six and a half cwt, reduced to six cwt on the production mode, and this would be further reduced without detriment.
- e) It was intended that the car would start production in Autumn and it was intended that 1,000 would be delivered by January 1923 and a production rate of 100 per week was envisaged.

All the above was before the Board had authorised production and the start-up was not smooth. Subsequently, of course, the car was a great success and saved the AMCo. There were no serious challengers until 1927 when Morris introduced the ohc Minor and Triumph the Super Seven. Both of these failed the Morris probably because of lack of engine development (later this fine design powered MG's) and the Triumph was not competitive in any way. Even in 1933 when Morris and Ford produced larger 8hp models the Austin maintained its position as a

result of continuous development and it was not until 1938-9 that production ceased being replaced by a less advanced 'modern' design the Austin 8. Pictures 1 and 2 show early, 1923, and later, 1937, cars.

What Austin had managed was to break the mould of design up to that point by two very clever components. Firstly his chassis frame was no longer a forged channel iron structure which had to be massive to be rigid enough for decent structural integrity and handling of the car but was composed of angle iron with inverted-top-hat side members, only five feet long, coupled with a transverse front spring and quarter elliptic rear springs (previously used by Ford and Rolls Royce respectively). This structure had the necessary strength to serve, with very little modification, on the whole range of cars from vans, saloons, tourers, sports and racers.

The engine also broke new ground in mass-market cars at the time and powered the whole range being capable of standing the stresses of heavy supercharging in the mid-thirties, to keep pace with the much more developed and expensive , MG engines . Originally of 696cc capacity it was increased to 747cc at engine number 100 with side valves detachable block and head from an aluminium crankcase with gearbox in unit. Lubrication was not 'Splash and Hope' as with most low-cost engines but there was a low pressure pumped supply to all timing gears, camshaft, main bearings, which were ball and roller type, with a unique jetted feed to the big ends which were conventional white-metal. This engine was reliable at much faster speeds than most contemporary designs only needing modification to the big end feeds when operated beyond 5,000rpm in races. By comparison most engines found in ordinary cars at the time 'ran out of breath' by 3,000rpm.

As the Seven was developed it became slightly longer, more powerful in standard form and heavier in order to match its larger competitors mid-thirties onward and the performance and economy suffered, but only to the extent where it matched the competition.

It is pretty obvious from the above that Herbert Austin was more than somewhat interested in the sporting side of things, and throughout he maintained Works Teams (when financially possible) and supported a host of 'privateers'. By 1935-6 he could no longer match MG's Specials and undertook a most advanced 750 Twin-Cam. It was well ahead of its time and development was stalled by the death of Jamieson (the designer) in a non-related accident, Herbert's failing health and the lead-in to WW2. Certainly no racing car until the BRM was more advanced.



1937 Austin Seven Ruby (Photo: Doug Harper)

to the normal dealer stock run-out about 1,000 Austin Sevens, many of which were vans, were produced and they incorporated modifications which differed from the 1938 models. It was dead but would not lie down! It is also worth noting that the first preservation club started before production ceased (The 750 Motor Club). A unique happening due mainly to the efforts of W B Boddy the eminent motoring historian. Now there is an Austin Seven Clubs Association with at least 15 constituent clubs and many Associate Clubs and Registers on a worldwide basis. The racing heritage continues with special attention to the A7/MG Midget racing (in which honours seem pretty even).

Surely one of few really iconic car designs.

Sources used include Pre-War A7 Club records, the writings of Stanley Edge, 'The Austin Seven' by R J Wyatt and the Austin Seven Club Association Magazine.

Austins marketed the Seven in many guises. As well as export the car was produced as the BMW Dixie (the first BMW car!), in France as the Rosengart, in USA as the Bantam (which failed in spite of US styling and vulgarity) and Datsun produced a modified design in Japan. For the domestic market as well as the family models sports models, with guaranteed performance, were promoted and special attention was given to some users for instance models, mainly two-seat tourers, aimed at District Nurses and Midwives and ladies in general. One of the advertised slogans was outstanding: "Many Ladies have their first experience in a Seven - many more will in the future!".

The end of Seven production was not too conventional. Production fell off in 1938, and few cars left Longbridge after about September. The replacement Austin 8 was at the Autumn Motor Show and production was well under way by January 1939. However in 1939 Austin started to produce Seven power units for Reliant and in addition

North Norfolk Grand Steam Gala ...

Martyn Hunt



46521 arriving at Holt on 2 September 2016 (Photo: Martyn Hunt)



53809 arriving at Holt on 2 September 2016 (Photo: Martyn Hunt)

This gala took place over the weekend of 2-4 September 2016, the weather being a mixture of sunshine, showers and wind. Two visiting steam locomotives, along with 'home fleet' locos, hauled a variety and combination of trains, however, due to the failures of Ring Haw and the Y14 conversion (J15), a class 37 diesel was used as a substitution.

Visitor 46521 of Ivatt design was built at the Great Western works Swindon in 1953 and worked many of the Welsh lines including the Cambrian. Withdrawn in 1966 and sent to the famous Barry scrapyard in 1967 it spent a mere four years in that yard before becoming the twelfth loco to leave and enter preservation on the Severn Valley Railway where it was initially restored. Visiting from the Great Central Railway and imaged on the 2 September arriving at Holt with the 15.30 service from Weybourne.

Second visitor was 53809 courtesy of the 13809 Preservation Society. Built by Darlington based Robert Stephenson in 1925 the loco spent most of its life on former Somerset and Dorset lines hauling freight and passenger services, including 10 coach trains unassisted over the gruelling Mendip route between Bath Green Park and Bournemouth. Withdrawn in June 1964 and arriving at Barry scrapyard in August 1964. Languishing at Barry for just over 11 years before entering preservation

it then went on to haul several main line excursions before enjoying a 'more leisurely life' visiting preservation lines up and down the country. Imaged here arriving at Holt on the 2 September with the 15.50 service from Sheringham.

A Soames & Son - Forget Me Not Travel ...

Martyn Hunt

The name of Otley, Suffolk based coach company A Soames & Son also known as Forget Me Not Travel ceased to exist when partially taken over by Suffolk Norse on 1 September 2016.

A start date has been difficult to trace, however, it is believed to have been trading for 90+ years and continuously in the hands of the Soames family until the end.

Offers of employment to some of the Soames staff is welcomed, whilst a few of the vehicles and the Otley premises have passed to Suffolk Norse. Latterly the company which has favoured Volvo chassis coaches have been involved with school



Thames Duple Yeoman 773 XTD, Portman Road (now a car park)



Thames Duple Yeoman 833 HRT, Princes Street

contracts, private hires and holiday work on behalf of many major tour coach operators.

The IDHTS has used Soames for the society's annual excursion with its regular drivers being Andrew Gee and David Gibbs since 2014, previously we had used Johns Tours of Stowmarket (whom were integrated into the Beestons of Hadleigh business). So we will have to find a 'new' operator for our 2017 excursion.

The two photographs of Soames coaches were taken circa 1960.

(Photos: Martyn Hunt)

Publicity ...

Martyn Hunt

Publicity is done by various members of the committee who circulate posters and contact other transport societies and publications to give notification of Society monthly meetings.

Following my appeal in the latest Chairman's report it was on the night of the AGM that a volunteer came forward to enquire what was involved. I am pleased to inform you that member Sue Gould will be handling publicity for the society as from 1 January 2017.

If you have any ideas of where additional posters could be displayed (free of charge) or other advertising outlets please contact Sue on 01473 255700 or via email at suebgould@tiscali.co.uk. At our recent committee meeting on the 2 October 2016 Sue was co-opted onto the Committee ... WELCOME Sue.

Welcome to the following New Members ...

Martyn Hunt

A warm welcome is extended to the following new members:

Peter Berry
Ian and Margaret Booker
Beth Clayton
Robin Durrell
John Elmer

David Empson
John Griffiths
Gordon Heffer
Robert Hibbs

William Holt
Bernard Olley
David Pomroy
Paul Warnes

Transport Matters – Spare Copies ...

Martyn Hunt

If you have your own collection of Transport Matters you may be some short in that collection. Recently from the Russell Nunn collection the following spare copies are now available to MEMBERS to hopefully fill a few gaps.

June 1990 (TM149), September 1990 (TM150), December 1990 (TM151), March 1991 (TM152), June 1991 (TM153), September 1991 (TM154), December 1991 (TM155), March 1992 (TM156), March 2012 (TM235). Contact Martyn Hunt by 'phone or email to stake your claim.

Books ...

Martyn Hunt

Your committee has decided that the book sales stand overseen by new committee member Chris Williamson has been a great success at raising funds on behalf of the Society and will, therefore, continue throughout the next session of meetings. As the book stock is getting low an appeal goes out to you the membership to check to see if you have any unwanted hard or soft backed books that you could donate to the society. These can be dropped off by prior arrangement with Chairman, Martyn Hunt, for pricing or at the Society's AGM on 28 September 2016.

Books do not have to be transport related.

IDHTS Contacts ...

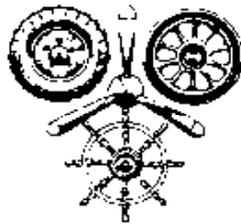
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Ipswich and District Historical Transport Society ...

Meeting Programme - Wednesday - 7.00pm for 7.30pm

The Ipswich Citadel, The Salvation Army, 558 Woodbridge Road, Ipswich IP4 4PH

23 November	Troop Ships and Hospital Ships of World War One, John Johnson-Allen
7 December	Steam Locomotives on East Anglian Metals, Peter Groom
25 January '17	The Railways of Durango and Germany, Graham Austin
22 February	The Sad Story of the Airship R101, Geoffrey Kay
22 March	The Midland Railway Society and the Stanier Pacifics, Stuart Smith
26 April	Sanders Coaches - The History Behind a Rural Coach and Bus Success Story, Charles Sanders
24 May	'Time Flies at Old Warden' - The Story of the Shuttleworth Collection, Alan Reed



ITS ...

Meeting Programme – Monday Evenings – 7.30pm

Venue: Bridge Ward Club, 68 Austin Street, Ipswich IP2 8DF

21 November	AGM + presentation on the construction of the Ipswich Bacon Factory Curve
16 January '17	A presentation by the Go Ahead group (local operators) covering their operations in either Essex or Norfolk
27 February	The Mid Suffolk Light Railway presentation by one of their members

RCTS ...

Meeting Programme – Monday Evenings – 7.15pm

Venue: Bridge Ward Club, 68 Austin Street, Ipswich IP2 8DF

12 December	Branch AGM followed by Crossrail Project Update by Dave Hepper
9 January '17	Digital Railway - the Future of Train Control by Steve Ashling
13 February	A Glimpse of Swiss Railways by Paul Russenberger

Meeting Programme – Thursday Afternoon – 2.15pm

Venue: Co-op Education Centre, 11 Fore Street, Ipswich IP4 1JW

19 January	East Anglian Video Miscellany 1990-1996 by David Clough
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World Ship Society – Haven Ports Branch ...

Meeting Programme – Thursday Evenings – 7.30pm

Venue: Library of the Seafarers Centre, Felixstowe Dock, Felixstowe IP11 3TG

9 December	Social Evening at the Brantham Bull (Note: Friday evening)
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Mid Suffolk Light Railway Museum - 2016

**Brockford Station, Wetheringsett,
Suffolk IP14 5PW**

The Museum is open between 11.00am and 5.00pm on every Sunday and Bank Holiday until the end of September.

Special Events

4, 10, 11, 17 and 18 December
Santa Specials

**All places MUST be pre-booked
£12 per person**

All enquiries to 01449 766899
See website for details www.mslr.org.uk

Ipswich Transport Museum

**The Old Trolleybus Depot
Cobham Road, Ipswich IP3 9JD**

Sunday 13 November Classic Buses and Coaches

An event focussing on the buses and coaches from the 1940s to the present day, with rides on museum and visiting vehicles 11.00am-4.00pm

Saturday 3 December The Christmas Cracker

The final opening day of the season is a family day with a Christmas theme. Festive decorations and entertainment in the museum help to get you in the Christmas mood. Come and ride on a selection of fire engines and buses, then meet Santa in his grotto. (Entry to the grotto £1 extra, which includes a gift.) 11.00am-4.00pm

For further information
www.ipswichtransportmuseum.co.uk

To participate in the activities of the museum
join 'The Friends of Ipswich Transport Museum'
Contact Ted King - 07860 866587



Opening Times

Closed now until April 2017

Please see their website for details

**BCWM Building 134, Bentwaters Parks
Rendlesham, Woodbridge
www.bcwm.org.uk**

Ipswich Aviation Society

**Meets on the first Wednesday of every month
at 7.30pm at Greshams**

312 Tuddenham Road, Ipswich IP4 3QJ

7 December - AGM and Social - Members' Night

For programme details contact
Barry Turner on 01473 250816
or email barry@greshamsclub.com

Suffolk Aviation Heritage Group

The Old Radio Site, Foxhall Road, Ipswich

Now closed but will re-open March 2016

For further details:

www.suffolkaviationheritage.org.uk

Printed by Sharward Services Limited

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*Season's Greetings from
all the Committee*