

Ipswich & District Historical Transport Society

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*HMS Victory in 2017
(see Mervyn Russen's article on pages 10 and 11)*

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Transport Matters

**No 273
August
2021**

Editorial ...

Phil Argent

Welcome to TM273. I'd hoped it would include a programme of events from this September but alas all is explained in 'Chairman's Chat' from Sylvia (see below), and David's report on page 19 of this issue which contains 'provisional' meeting dates starting in October.

My thanks to all who have contributed to TM and let's hope we can keep it going and restart our meetings from October.

Phil



Chairman's Chat ...

Sylvia Kerridge

Dear all

Now that the reply deadline has passed on the Members Summer update letter which was posted to all members, we can see clearly that many members are supportive and would like us to continue. Please see table below:

SURVEY Membership Results

115 Members (including 18 Joint memberships)

Question One: Will you be renewing your membership in 2021-22? Yes/No

Question Two: Are you able to help on the Committee?

Email Yes	Email No	Forms Yes	Forms No	Phone Yes	Phone No	Sub Total Yes	Sub Total No	Total Returns	% of returns	Help Offers
24	1	50	2	2	0	76	3	79	69%	2

Though we have had some very kind and complimentary notes and feedback in the replies, at the time of writing, we still have 32 members (eight of these are joint members) that did not respond to the letter. We still hope that some past members will want to continue, but unless they contact us ASAP, we have to remove their personal details from our members list and therefore this will be their last edition of Transport Matters that they receive. We have written to these members to make them aware of this situation, so hopefully the current outlook may improve.

At the last committee meeting, we were aware that we could lose some members, as we have a high proportion of older members and the fact that we have not had meetings for such a long period, that this could have a detrimental effect on our membership. Around 10% of replies have said that they wish to continue membership but they are no longer able to attend meetings.

This does leave us with greater challenges than envisaged since the committee met in July. Many clubs would be very happy with a membership of 76+, however based on the last three years average meeting attendance of 65% of total members, which had dropped over that period, we could have an average audience of less than 50 attendees per evening. With hall hire costs, personal liability insurance, SA annual technical support donation and refreshments, it will leave very little to pay for speaker costs. Costs for speakers have increased considerably over the last few years, particularly if we have to accommodate them due to distance they have to travel, several speakers in 2019-20 cost over £150 per meeting.

Even with lower membership numbers, the cost of producing Transport Matters and other printing costs is unlikely to reduce much below previous years costs, which will account for over 80% of current membership fee income. This would result in presenter costs having a considerable negative effect on our current bank balance reserves. We of course will try to limit speakers that are not local, but then that could reduce choice of speakers and may not attract high attendance or new members, which we must achieve to sustain the long-term prospects of the society.

The final issue is on the need to recruit essential new committee members, we have had two offers to help on the committee which has been very helpful, but as yet, we have had no offers for taking the Treasurer and Publicity Officer roles which again is a 'make or break' issue.

We had hoped to start our programme in September, but we now need another face-to-face committee meeting early next month to discuss all of the above before we plan for 2021-22 year. This leaves insufficient time to organise a September presentation. Provisionally we have requested with the Salvation Army to book the hall for the 27th October, we will confirm programme arrangements for 2021-22 to all members as soon as we have met as a committee and the booking of presenters have taken place. On a more positive note, now all those that can be, have been double jabbed, the effects of COVID have been reduced, we hope we can now look forward to a return to normal times!

We must stress, the committee is committed in keeping the Society going, but we need additional support if we are to have a long-term future. Unless we increase our membership and attract additional committee members, our future could be in doubt!

Kind regards

Sylvia Chairman IDHTS

EUR 175 ...

Martyn Hunt

Compared to EUR 150 EUR175 was a much scaled down celebration of the coming of the Eastern Union Railway to Ipswich 175 years ago. Shuttle services operated between Colchester via Ipswich to Bury St Edmunds with both evening services venturing north of the border to / from Norwich, the services running over the weekend of the 14th and 15th August 2021.

Marketed by Steam Dreams utilising David Buck's (DB) B1 class steam loco 61306 Mayflower along with West Coast Railways coaching stock and class 47 diesel loco 47772, at one stage it was rumoured that Mayflower would be renamed for the celebrations as Ipswich Town-DB being a long standing football club follower, however the loco ran with its Mayflower nameplates.

So after a long absence of local steam services it was good to welcome back steam trains to the area.



*Mayflower heads to Norwich on 14th August 2021
(Photo: Martyn Hunt)*



Heading back to Colchester from Bury St Edmunds on the afternoon of 15th August 2021 Mayflower passes the site of the former Bentley railway station

(Photos: Martyn Hunt)



Left: West Coast Railways 47772 at Manningtree on 14th August 2021 heading to Colchester on the 12.40 service from Bury St Edmunds.

Right: 47772 in the centre road at Ipswich station on 14th August 2021.

(Photos: Fred Lawrance)



Zoom Meeting Report ...

Mervyn Russen



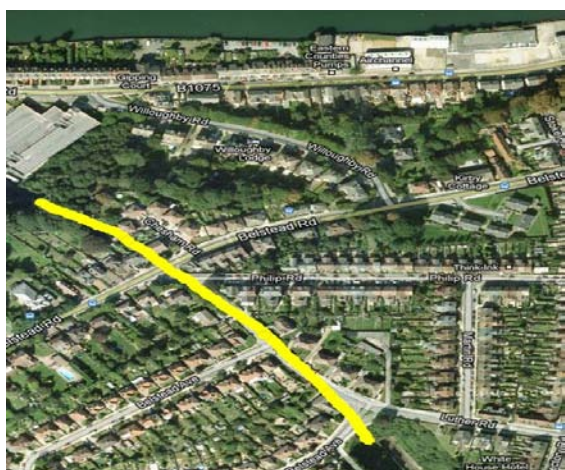
Stoke Hill Tunnel in Ipswich on its 175th Anniversary - Mervyn Russen

Mail Rail Exhibition - David Kerridge 16 June 2021

An audience of twenty members and visitors enjoyed two illustrated talks on Zoom in a unique situation for our society. The presentations were as follows:

- Stoke Hill Tunnel in Ipswich on its 175th Anniversary - Speaker Mervyn Russen.
- Mail Rail Exhibition - Speaker David Kerridge.

Part One - Stoke Hill Tunnel in Ipswich



*The route of Stoke Hill Tunnel following a path under Luther Road
(Picture: Mervyn Russen)*



*Northern entrance of the tunnel pictured in the eighties (current station end)
(Picture: Hugh Moffat)*

*Southern entrance of the tunnel pictured in 1968 (The London end)
(Picture: Hugh Moffat)*

From the outset, the building of the tunnel was beset by problems. Mostly caused by the presence of the springs in Stoke Hill. Most of the difficulties occurred at the north end (the current station end) including two major tunnel collapses and continuous flooding issues. The first of the collapse events resulted in two important consequences:

- 1 The tunnel was built shorter by almost twenty yards compared with its original design length of 380 yards. Its eventual length was 361 yards.
- 2 Peter Schuyler Bruff, the Resident Engineer on this project, dare not build the tunnel as big as he originally planned. This and the springs have created issues which echo down the many decades of its life.

The floor of the tunnel was lowered in 2004 when more height was required to allow the transit of new nine and a half feet high container traffic. Water ingress has caused the pointing between the bricks to be washed out resulting in additional renovation work every five years. Icicles in the tunnel during the winter months has stopped traffic through the tunnel on several occasions.

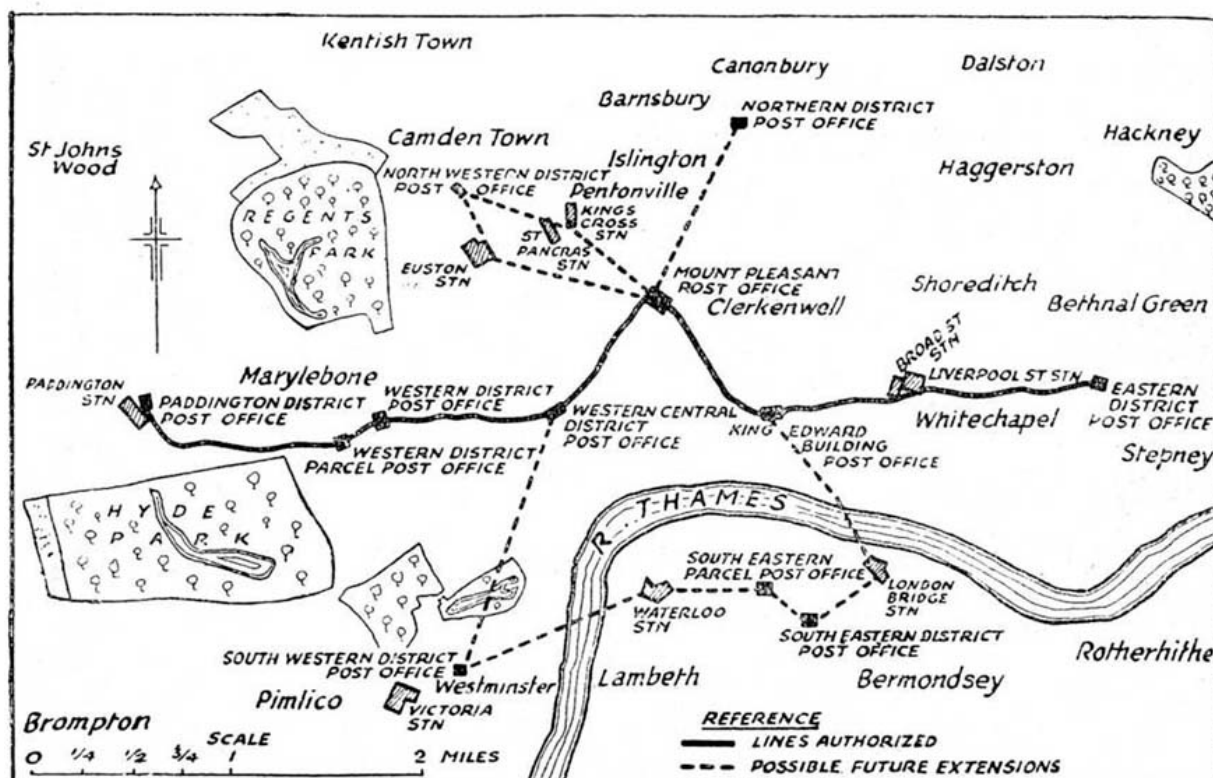
Nonetheless; the tunnel is believed to have a unique place in civil engineering history, since it was the first tunnel in history to be built on a curve.

The presence of 200,000-year-old fossils of mammoths etc were discovered during the building of the structure. This has resulted in the approaches to the tunnel being designated as SSSI sites (Sites of Special Scientific Interest).



Part Two – Mail Rail Exhibition

TRANSPORTING MAILS UNDERGROUND.



(The Route of the Post Office Tube Railway in London - Picture: David Kerridge)

The Postal Museum and the Rail Mail Exhibition are fascinating and worth a visit to London. They are also close together geographically and a single ticket covers a visit to both venues.

The Rail Mail is a remarkable solution to a serious problem. The Post Office was forced into it by a vast increase in the volume of mail and at the same time; a similar increase in traffic volume in Edwardian London. Sixteen miles of a nine feet wide tunnel was driven under the surface of the capital from Paddington to Whitechapel with two tracks in 1915. It is at a depth of seventy feet between stations and shallower within the precincts of stations. Gradients were used to slow the trains into the stations and allow them to accelerate out of them.

Driverless English Electric locomotives were used when the opening of the line took place in 1927. The delay being caused by the First World War.

Train design was changed in the thirties to allow longer trains with separate carriages to overcome rail wear problems. The system was operated all through the war.

The line eventually closed down in 2003 when mail volume reduced considerably.

David then showed us a short video showing the 6.5-mile ride taken by passengers on the adapted line which includes an entertaining and instructive interactive show.

The presentations ended with a Q and A session during which the audience were very positive in their reaction to the evenings show.

The details of any further meetings will be communicated to the membership by our Chairman.



*An original fully automated driverless '90 English Electric' locomotive as used in 1927
(Picture: David Kerridge)*



*The longer postal mail trains with separate carriages as developed in the thirties
(Picture: David Kerridge)*

History 'drops in' from the Skies ...

Graham Day

Growing up 'Over Stoke' we were as children blessed with two nearby parks, Bourne Park and Gippeswyk Park. They provided the open space necessary for sports such as football or cricket. Although we tried, playing these games in the confines of the street, although fairly empty of traffic was not really sensible, and we were lucky not to cause any damage to neighbours properties!!.

Gippeswyk Park, with its 45 acres, had been gifted to the town of Ipswich in 1910 in the will of the former MP Felix Thornley Cobbold. It was closer to home and also special to us in that it abutted the busy railway yards, so that if we got bored, there was always an interesting diversion in the form of the locomotives and trains. It was also the location one summer where an American airman from RAF Bentwaters walked into the park with his baseball bat slung over his shoulder. Within a short space of time we had become interested in a new game, and with his coaching we had a far different summer of baseball matches with other teams!

However, the aviator connection with Gippeswyk Park goes back far longer. In 1912, the British Aviation pioneer, Claude Graham Wright, organised a 'Wake up England Tour', sponsored by a national newspaper, to introduce aviation to the general population. This really was the first 'flying circus' of flyers and planes, visiting over 120 towns and cities in the country.



*Henri Salmét
(Picture from public domain)*

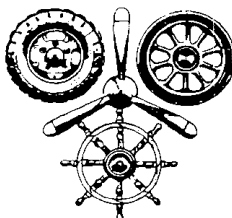
Out of the summer sun, on the 19th August 1912, the sound of an aero engine was heard and a Bleriot Monoplane descended from the blue skies, landing on the soft, verdant green expanse of Gippeswyk Park. The pilot was Henri Salmét, a French aviation pioneer, who had visited Clacton on Sea, 'dropping down' to Ipswich before flying on to Lowestoft and Norwich.

Henri Salmét was employed by the Bleriot Flying School at Hendon aerodrome and in 1911 he set a new altitude record of 8070 feet.

Of course, when growing up we had no knowledge of this historic event. However, in later years I wondered why a new residential development near St Joseph's College on Belstead Road had been named Salmét Close.

I now know the answer!

**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 October 2021**



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

Mervyn Russen

Part Five - Needham Market Station

On the 29th October 1847 the Ipswich and Bury Railway (I and BR) board and shareholders met to discuss the proposed takeover of the Norfolk Railway and also the financial state of their company. The meeting was an angry one because many of those present felt that too much money was being spent on the stations on the line - particularly at Needham Market, Stowmarket and Bury St Edmunds. One speaker complained that five thousand pounds had been spent on 'a palace-like station at Needham which, despite its name, is not even a market town'. The engineer, the erstwhile Peter Bruff, replied that the building had cost only about half that sum. The accepted tender was, in fact, £3,150.

The Ipswich Journal commented sarcastically: "Still the size is a matter of wonder, though the engineer and directors no doubt understand better than other people the requirements of the extensive traffic of that stirring town." (My underlining)

Because of the financial problems experienced by the company; the I and BR did not take over the Norfolk Railway. The Eastern Counties Railway took over the working of that line in May 1848.

The 'palace-like' station at Needham was designed by Frederick Barnes. He designed many of the stations on the Ipswich to Bury line and indeed four of them and one bridge are grade two listed. He submitted a beautiful perspective drawing of Needham Station to the Royal Academy.

Barnes was born in Hackney in 1814 and was educated at Christ's Hospital School. He later trained under Sidney Smirke in London as did Sancton Wood - the designer of the 'new' Ipswich Station. In 1843 he moved to the Ipswich area to work in association with his friend; John Medland Clark who was the architect of the much lauded Custom House by the new Wet Dock in Ipswich.

Bruff employed Barnes to build stations on the Bury, Hadleigh and Norwich Extension lines. After completing that work, he entered a practice in Lower Brook Street in Ipswich in partnership with E F Bishopp. Later he had his own practice in Hatton Court; a little lane off Tavern Street.

He built himself a house, 61 Anglesea Road, it too is now a listed building. He died there in 1898 and he is buried in Ipswich Cemetery. His grave has a headstone he himself also designed.

None of the stations were complete when the Ipswich to Bury line opened at the end of 1846. In September that year the contract to build the station had been given to Daniel Revett, a Stowmarket based builder.



Hatton Court pictured in 2017



Needham Station was in the most advanced state when the line opened although even then the walls were only half built. When completed the design included ogee caps on the towers and Dutch gables.

These were retained until a rebuild occurred shortly after 1912.

Part of the original design of gable and tower cap



Gable and tower as rebuilt after c.1912



*Needham Market Station building
photographed in 2011*

The station has an impressive pedimented doorway leading from the carpark through to the platform.



Downside platform view

There is also a low tunnel leading from the front of the station, under the tracks, to the fields around Needham Lake. Hugh Moffat describes this as a passenger tunnel but it is more likely to have been a cattle tunnel as described on the blue plaque above the entrance.



Blue plaque affixed to the wall of the station

The station closed to passengers in 1967 as 'Needham' but reopened as 'Needham Market' in 1971.

The station was restored in 2002 by Spacia Ltd and won an award in the 2002 National Railway Heritage Awards.

In April 2015 work commenced to make further improvements to the station including the installation of an anti-slip composite fibreglass platform with in-built water management and snow melting capabilities.

The main building is let out for alternative use but the whole is grade 2 listed. It was described by that expert in railway heritage artefacts, Gordon Biddle, as "one of the best in East Anglia". The station also appears in 'Britain's 100 Best Railway Stations' written by Sir Simon Jenkins.

A distinguished visitor B1 Class 61306 'Mayflower' exits Needham Market Station hauling 'The Royal Norfolkman' in February 2015

**All photos in this article by
Mervyn Russen**

Main Source: 'East Anglia's First Railways' by Hugh Moffat, Published by Terence Dalton (Lavenham), 1987



Phil, our Editor, has found another new way to deliver TM hard copies to members on the world record holder: Mallard - that's Phil at the regulator!!

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).

(Photo doctored by Merv Russen from an original photograph attributable to 4975darwin under Creative Commons Attribution - Share Alike 4.0 International Licence.)

Sir Thomas Slade – the designer of HMS Victory ...

Mervyn Russen

A visit to Portsmouth is not complete without a visit to Nelson's flagship; *HMS Victory*. The ship on which he died heroically at Trafalgar in 1805.



Views of Victory photographed in 2017

She has been the flagship of the First Seaford since October 2012 and is the world's oldest naval ship still in commission, with 243 years' service as of 2021 (launched 1778). It is not surprising therefore that she has physically deteriorated rapidly in her later years and has recently undergone emergency repair works to prevent the hull decaying and sagging. The hull is moving at a rate of half a centimetre each year, about 20cm over the last 40 years although there are plans to create new hydraulic supports that will better fit the ship. The ship will benefit from a £35 million restoration project, utilising Scottish elm and oak trees as wood for the restoration project.

She was constructed using approximately **6,000** trees. 100 acres of oak trees were cleared using simple hand tools in Kent and Sussex. Around 90% of the wood used was oak, some of it two feet thick. Huge oak trees were used so that as much of the ship was made in one piece to increase strength.



Original hydraulic supports in position in 2017

After service in Ushant, the Siege of Gibraltar and the Battle of Cape St Vincent she was completely reconditioned in 1800 and became Nelson's flagship in 1803.

Her designer was Thomas Slade. He was a member of a shipbuilding family based in Ipswich and Harwich, Sir Thomas was born in 1703 or 1704. He designed fifteen classes of over seventy fighting ships, including frigates and giant warships like HMS Bellerophon, HMS Windsor, and HMS Agincourt.



*Sir Thomas Slade painted by an unknown artist
(Photograph in the public domain)*

Sir Thomas died in 1771, seven years before his ship, *Victory*, was launched and thirty-four years before she fought at Trafalgar. He died in Bath but was buried in St Clement's churchyard in Grimwade Street in Ipswich. St Clement's has always been regarded as the seafarers' or mariners' church. Slade's wife Hannah and her parents were buried next to the west boundary of the churchyard and there is a memorial to Sir Thomas outside the west front of the church.

Tuesday 23rd February 2021 marked the 250th anniversary of the death of Slade and to mark the occasion, the bells of St Clement's Church rang out and played appropriate tunes including the sea shanty; "A Drop of Nelson's Blood" and the naval hymn; "Eternal Father, Strong to Save".

A wreath was laid at Slade's memorial by Captain Geoffrey Hartgrove, former chairman of Ipswich Maritime Trust and chairman of the Merchant Navy Association, and Peter Brooks, chairman of Ipswich Historic Churches Trust.

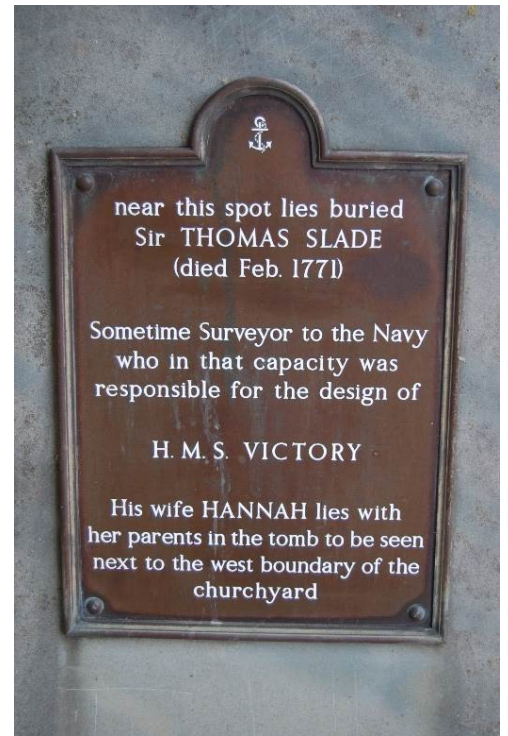
**All photographs in this article by
Mervyn Russen except where stated**



St Clement's Church, Ipswich



The memorial to Sir Thomas Slade



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.

Ipswich's Forgotten Railway ...

John Shemming

My paternal grandparents lived in a small, terraced house in what is now known as The Grove, a cul-de-sac which joins the Henley Road close to its junction with Dales Road, in what were then the northern outskirts of Ipswich. The terrace was built in the 1880s to house workers at the nearby Grove Brick Yard. On visits, when I was a child, my late father would point out two relics of the light railway which served this and the nearby Dales Brick Yard. These were the vestiges of the cutting where the line diverged from the main East Suffolk line to the west of Westerfield Station, and the parapet of a bridge in Henley Road.

A recent conversation with a friend inspired me to find out a little more about this railway. I thought I would share my rather sketchy findings, partly in the hope that some more knowledgeable members might be able to add to what I have been able to discover.

Online research led me to two articles originally published in the *Ipswich Star* and a website (ipswich-lettering.co.uk) which reproduced an article by Patrick Enfield first published in *Suffolk Fair* magazine in August 1981 from which I gleaned some historical information, summarised below.

At one time, thanks to the presence of suitable clay deposits, and a growing demand for bricks, Ipswich supported several brickworks. The Grove Brick Yard was established by R G Kirton and Alfred Beaumont around 1880. The company soon ran into difficulties and was taken over by London based, Messrs Rosher and Company, which expanded the existing facility, opened a second site off Dale Hall Lane and built the light railway to link them to the main line at Westerfield Station.

It appears that the railway was a fairly Heath Robinson affair, engineered by a former platelayer, 'headhunted' from previous employment with the GER. The single locomotive was, apparently, an 0-4-4 tank engine, built in Leeds in 1887, hauling flat trucks for the bricks and hoppers for the coal, needed for the kilns. The locomotive was driven by one Joseph Paterson who was also responsible for its maintenance.

The business was acquired by a local company, Bolton and Langham in 1904, which became A Bolton and Company after the Great War, a respected maker of red bricks, roof tiles and the like, which continued in operation until 1959. It seems the railway was closed soon after the end of the Great War, coinciding with the retirement of driver Joseph Paterson. It is likely that improvements to the local road system made the railway less competitive.

My online search led me to the Ordnance Survey 6 inch to the mile series map dated 1905 which shows the extent of the railway, and is reproduced below:



(Detail from Ordnance Survey Suffolk Sheet LXV.NE 2nd Edition 1905 licensed under CC-BY-NC-SA)

I wondered if the cutting and bridge parapet still existed today, and took a walk around the area, armed with my camera.

The remains of the cutting are overgrown but are clearly visible from the stile and walkway where the path from The Grove to Westerfield village accesses the footpath crossing over the tracks to the west of Westerfield Station.

I'm afraid that the cutting is difficult to discern in my photo (*below left*) because of the dense undergrowth.



The bridge parapet which used to border, what I believe were gardens or allotments, still exists and now appears to form the garden wall of the house at 108 Henley Road which was built relatively recently (*photo above right*).

Although some of the published material describes it as 'Ipswich's forgotten railway', this is clearly not entirely the case, but I am surprised I've not even been able to establish the track gauge or find any photos of the locomotive or rolling stock. I'm hopeful that somebody reading this will be able to fill in some of the missing details.

Flying Boats in New South Wales, Australia ...

1974 - Part Two

Anne Beaufoy

Following on from my visit to see the flying Boats on Lord Howe Island (see previous edition of TM), in the September I visited Rose Bay to compare an Airfix Kit Model, that I had not very successfully tried to turn into the 'Islander' with the real thing.

She was up the slipway in the hanger, being repaired and prepared for her new life. 'Beachcomber' flew home and moored at the jetty, whereupon I was invited aboard and shown the flight deck – Oh happy days of yore!

Both aircraft now in retirement were sold to an operator in the Virgin Islands. Later rumour had it that they were on the River Shannon In Ireland.

I have a Daily Telegraph cutting (Monday 16th July 1990) with a caption illustration of the 'The last short Sunderland Flying Boat still in service making a return trip to Windermere where some were sent at the Second World War'. As far as I could see from the not ideal half-tone photo, she seemed to look remarkably like 'Islander'.

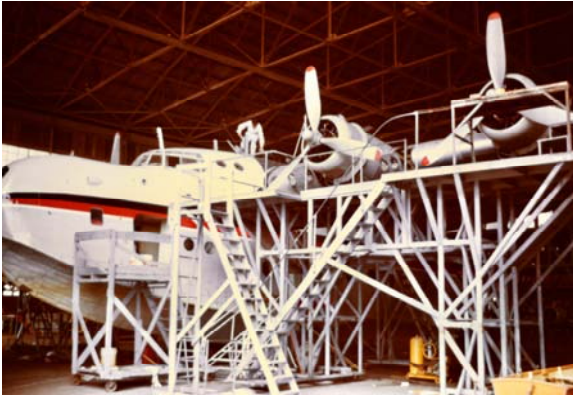
Query: Does anyone know of the fate of these Flying Boats? Please let us have any information or technical details you might glean for a future addition of Transport Matters. Many Thanks

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



*Left and
right:
Islander in
Hangar*



*Left:
Islander in
Hangar*



*Right:
Beachcomber
taxiing*



*Left:
Beachcomber
moored at
jetty*



*Right:
Exterior of
cockpit*

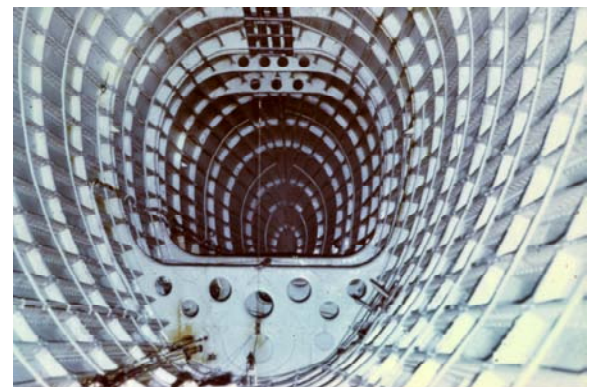


*Right
Flight deck*

*Left:
Wing from the
lower deck*



*Right:
Tail*



**All photographs in this article by
Anne Beaufoy**

Cromer and Its Railway Stations ...

Martyn Hunt

The article will not cover the many quite complicated (but now modified) line layouts at Cromer High, Newstead Lane and Runton Road junctions.

The first railway came to Cromer, and opened on 26th March 1877, courtesy of the East Norfolk Railway. Operated from the outset by the Great Eastern Railway it was named simply Cromer and was situated in a very high position and a good distance from the town centre and to the South of the town. The station was renamed in 1948 as Cromer High which it retained until closure for passengers on 20th September 1954, freight surviving until 7th March 1960. Entrances for pedestrians and vehicles were off Station Road (bus route 22 to Overstrand passing nearby), and another off Norwich Road. Additionally step entrances were off Norwich Road and another set which came out opposite the turntable pit / mess room. The station had all the usual facilities including a refreshment room and book stall, loco facilities included a turntable, loco shed and goods shed. After closure the site remained empty until housing commenced in the mid-1990s and named High View Park the entrance being off Norwich Road, the site is still not fully developed allegedly because of the former impacted earthworks of the railway. High Station House - the former Station Masters house remains just below the former station site.

The second station opened as Cromer Beach on 16th June 1887 and operated under the Midland & Great Northern Railway - this station is the current station used by Greater Anglia trains from Norwich, it became purely Cromer when renamed on 20th October 1969.

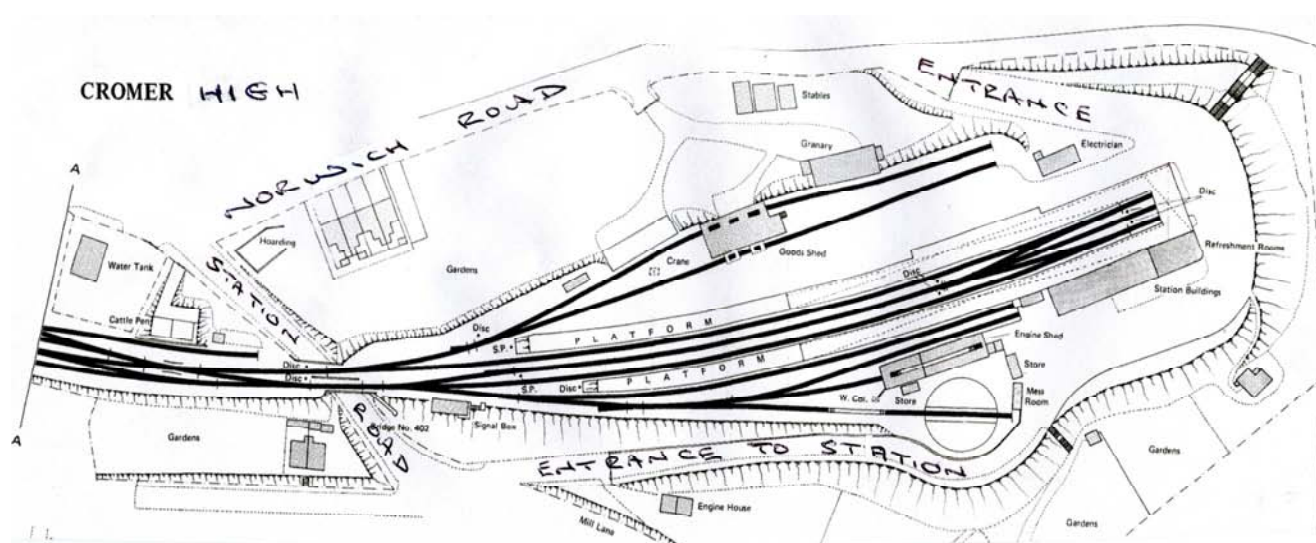
The station building still stands (2021) and has had various uses - including a builders merchant, restaurant and night club.

An extensive yard which included loco and goods sheds remained until redeveloped in 1991-92 as a Safeway (now Morrisons supermarket).

Cromer Links Halt was a short lived single platform, built mostly of wooden sleepers and built on the line from Mundesley and Overstrand, primarily built for members of the Royal Cromer Golf Club which was close by. The station opened on 9th July 1923 and closed on 7th April 1953, the aforementioned thriving Golf Club remains, participants having to use their own means of transport.

Roughton Road station on the southern outskirts of Cromer was opened on 20th May 1985 on the original through route of the Norfolk & Suffolk Joint line to Overstrand and was aimed (and succeeded) at attracting people from a new local housing development, the single platform station is built on a steep gradient and served today by Greater Anglia trains between Cromer (formerly Cromer Beach) and Norwich (formerly Norwich Thorpe).

Acknowledgements to various websites, Great Eastern Railway Engine Sheds, Stations UK and Richard Adderson.



*Layout of Cromer High station
(ack. Great Eastern Railway Engine Sheds)*



*Entrance to Cromer High (from Station Road)
4th September 1986*



*View from a platform overlooking
Cromer town and North Sea*



*Cromer High platforms
4th September 1986*



*Cromer High from buffer stops
4th September 1986*



*Cromer High platforms
4th September 1986*



*Cromer High platform thickness
4th September 1986*



*Cromer High buffer stops
4th September 1986*



*Cromer High entrance to High Station House
(the Station Master's House entrance from the station)
23rd August 1987*



*Encroaching housing at Cromer High
23rd August 1987*



*Cromer Beach - Welcome to Cromer
23rd August 1987*



*Cromer Beach Station building - Buffers restaurant
31st July 2004*



*Cromer Beach signal box and exit looking towards
West Runton - 30th July 1979*



*Cromer Beach signal box at night
30th August 1984*



*Cromer Beach station and yard
5th April 1979*



*Cromer Beach goods shed
13th March 1991*



*Cromer Beach loco shed
13th March 1991*



Cromer Beach station and Safeway (now Morrisons) supermarket - 30th July 1992



Cromer Beach station and Safeway (now Morrisons) supermarket - 30th July 1992



*Cravens DMU stands at Cromer (formerly Cromer Beach) on 5th April 1979.
The timber and coal yard are still in use ahead of the building of the Safeway supermarket.
A yard light is still standing, part of the overall station roof is still existing and the parish church stands proud in the town centre.*



A Metro-Cammell DMU is seen awaiting departure for Norwich and the same unit departing from Cromer on 30th July 1992. The signalbox is no longer operational but still stands. The Safeway supermarket has been built on the former station yard.



*Cromer Links Halt station - undated
(ack. Stations UK website)*



*Cromer Links
station name
board
(ack. Richard
Adderson
collection)*

All photographs in this article by Martyn Hunt except where stated

IDHTS Provisional Meeting Dates for 2021-22

(eight meetings) ...

David Kerridge, Secretary

As you will have seen from Sylvia's report, IDHTS are facing a few challenges at the time of writing this edition. Normally I would have already booked all the speakers and would be publishing a full programme for the 2021-22 year. Unfortunately, COVID has changed all that!

We as a committee need to agree budgets for speakers, before I can confirm any bookings as explained in Sylvia's report. The other challenge will be to find speakers with the range and breadth of subjects that are relatively local and are available to speak to larger groups, we may find that choice may have reduced.

Nevertheless, we hope to start meetings from October, with a possible additional meeting in June, subject to Membership and committee feedback. The dates are still subject to change as we are waiting for the Salvation Army to confirm availability. We decided to postpone the Annual General Meeting, normally held in September, to a point when we hopefully will have recruited new committee members and they have had time to establish their role. We hope this can take place in the Spring of 2022.

Finally, a word about possible Zoom meetings, as you will see in Mervyn's report the trial Zoom meeting we held in June of this year, I know that some members may not have the technology or the will to participate, but I would like to include feedback from a current member (John) when he replied to our survey: *You will probably know my views already - that is, where possible The Society should try to have a mixture of Zoom and physical meetings. They both have their place - and I do think that there is definite value in having some Zoom presentations. Several clubs/societies to which I and my wife belong use Zoom and it not only attracts an audience/viewers from a long way away who certainly wouldn't get to meetings, but more importantly, they have been able to book speakers/presenters from a distance where inviting them would either have been impossible or prohibitively expensive. But the face to face contact of a meeting is for many people often the only human contact they have in a week. I have made many friends that way and found it very rewarding. Sadly, a couple of my regular societies have I think actually 'folded' because their membership has drifted away during Covid, or nobody has come forward who wants to do the organising work. Often for the older members, this has been through them being unable or unwilling to 'tune in' to the new technology - a lack of understanding. I am 85 now, but at least we have two 'tech' sons we can go to for help - though I think they regard me as a bit of a 'Philistine' and can't understand why I can't understand things which they find so basic!*

John covers why I and some other committee members feel we should try at least one more Zoom meeting, perhaps best in the dark winter months. Already we have had feedback that some members are nervous to venture out when the weather is poor.

I hope to gain more feedback from members on this subject when we are all together again, Zoom could never replace face to face meetings, but may in the future be able to add to the breadth and quality of speakers from far off places?

Provisional 2021-22 Dates

27 October 2021

24 November 2021

15 December 2021 Zoom Christmas Transport Quiz - *Subject to members wanting to participate*

2022

26 January 2022 Zoom Presentation - *Subject to members wanting to participate*

23 February 2022

23 March 2022 AGM / Presentation?

27 April 2022

25 May 2022 Norfolk Railway Society - Rail

June TBC *Subject to Committee agreement*

July Day Trip Outing - Subject to confirmation

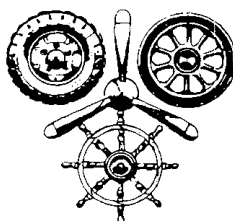
We suggest you contact organisations now Covid-19 restrictions are being eased.

Please see details below:

Bentwaters Cold War Museum	www.bcwm.orgk.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.msir.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

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