

Ipswich & District Historical Transport Society

ISSN 0306.0187



*Traction Engines from the Charles Burrell Museum that will be featured at the next
IDHTS Meeting on 28th February -
to find out more about these 'giants of agriculture', why not come along!*

Contents ...

	Page
Chairman's Chat - Sylvia Kerridge	2
November Meeting Report - Mervyn Russen	3-4
IDHTS Contacts	4
Some Ipswich Railway Scenes - David Chappell	5
IDHTS Press Cut-off Dates	5
Recollections of a Nonagenarian - Walter Coates	6-7
Around the Great Eastern 50 years ago - John D Mann	7
In the Beginning - Gordon Kinsey	8-10
IDHTS 60th Anniversary Summer Lunch	11
Great Eastern - Reminiscences by Frank Cocksedge	12
Memory of a Conversation with Ken Leighton about Frank Cocksedge - M Russen	13
Handbook for Railway Steam Locomotive Enginenmen - John Barbrook	13-16
Ipswich Engines and Ipswich Men	17-19
Times Remembered	19
Local Meetings - Martyn Hunt	20

Transport Matters

**No 283
February
2024**

Chairman's Chat - February 2024 ...

Sylvia Kerridge



Hello All

Welcome to our first 2024 edition of Transport Matters! I hope by the time you are reading this edition, the worst of the winter is over and we can look forward to spring and getting back together again.

Many members have given very positive comments on the classic articles taken from early IDHTS Handbook and early Transport Matters, however we have had a couple of comments on some of the grammar and terms used on these articles. I would like to point out that all of the content has been taken in its entirety from the original material. Some of the content was over 100 years old so grammar, spelling and terms were reproduced as published at the time, so as they say, 'times have changed' and in normal circumstances we would correct or amend the text, but felt it was not appropriate to do so. You will find further classic articles in this edition. Please continue to send any transport articles or just photos with a story behind it, to me (sylviakerridge57@gmail.com), we still need more articles for future issues, so please keep them coming.

We have made a positive progress in selling the 60th Anniversary Commemorative limited edition IDHTS Mugs, along with a 2024 60th Commemorative IDHTS Calendars showing Ipswich Transport over the 60 years. We still have a few calendars left for sale and a stock of mugs still available so if you missed out in 2023, its not to late purchase these at our meetings or you can call us on 01473 424904 if you would like to order either of these items.

The Committee met in November, when we agreed further details of our Special 60th Anniversary Summer Lunch on 29th June, full details can be found in this edition of TM. As we stated previously, we hope by holding a local summer lunch event, that some of our older present or past members that normally are unable to attend meetings might like to attend this event. It will be chance to catch up on memories of IDHTS events. On this note I would like to appeal for photos of past IDHTS excursions over the years. We hope to scan these and make video record and show on a projector at the event. All photos or slides will be returned, so please call me if you have these that we can use for this purpose.

Keep well, safe and for those that are able to make the next meeting, I look forward to seeing you on 28th February.

Kind regards

Sylvia K

Update from David Kerridge Treasurer and Administrator

IDHTS Meetings for 2024 Spring Programme:

28th February 24 - The History of the Charles Burrell Museum - Presented by Teresia (Manager) and Richard (Trustee) Stock from the Charles Burrell Museum. (Steam Traction)

* **20th March 2024 - The History of RAF Bentwaters** - Presented by Simon Gladas. The presentation will cover the history of RAF Bentwaters from 1943 to 1993. Beginning with the origins of the airfield and the early use by the RAF in WWII, through to the arrival of the Americans in 1951 the many units and aircraft types deployed during the Cold War. For those who remember the skies in Suffolk full of jet fighters and the many air shows, it will bring back memories and if you have wondered what did happen at one of the largest bases in the UK then this presentation will reveal all. Presented by Simon Gladas, a volunteer at the Bentwaters Cold War Museum, the talk will include many photos from the extensive archive held by the museum. (Air)

* **Change from London Transport Museum Depot 'A Transport Treasure Chest'** - Presented by David Kerridge. It may now be included in the 2024/25 programme, that will be published in the summer of 2024.

24th April 2024 - Airship Trust - Presented by Andrew Lawson - The Golden Age of British Airships, and focus on the R101 and R100 story, along with the history around the Cardington airship station. (Air)

29th May 2024 - Norfolk Railway Society - Content to be confirmed. (Rail)

Further details of May event will be on website of our facebook page in the early spring. *(Please note that all events are subject to change so please check our website or Facebook page for up-to-date changes).*

2024 Calendar correction (Front cover and August 2024) - Anne Beaufoy asked that corrections be noted as her name was incorrectly spelt as 'Ann' not 'Anne', also the original slide in the August page Lower right was the 'Anglia' and was taken in 1958 not 1975. Additional information supplied but not included on the calendar, the front cover Left Barge was the 'Lady Daphne', August page top Right Barge was the 'Convoy'.

Meeting Report ...

Mervyn Russen



Reviving Leiston's Railway Heritage 29th November 2023

A total of 50 members and guests attended our last meeting of 2023.

Julian Warner from Leiston Works Railway Trust gave an illustrated talk on 'Reviving Leiston's Railway Heritage'. He was accompanied by his colleague; Roger Graham.

The story begins in 1778 when Richard Garrett and Sons opened a forge at Leiston as a blade and gunsmiths. The business prospered and by 1830 they were employing some 60 workers. Their product range by then had diversified into manufacturing farm machinery and steam engines. There was no railway then and raw materials and product were transported by sailing barge and horse-drawn wagons.

They gained huge interest in their products when they attended the Great Exhibition at Crystal Palace in 1851. Two large barges filled with their workers were sent to London to attend this great show before the world. This also showed how much Garretts valued their workforce.

Richard Garrett realised that Leiston should be part of the burgeoning railway system of Britain and he spoke before a parliamentary committee with a view to obtaining an Act of Parliament to build the line. A line linking the main East Suffolk line to Leiston eventually opened in June 1859.

A line was also built from the latter to Garrett's works and Carrs Brothers brickworks. Horses were initially used on the line and a winch and pulley system was operated on steep gradients.

By the end of the 19th century Garretts employed some 2,200 people gleaned from the local area. By the outbreak of WW1 Garretts were building steam wagons and thrashing machines. This, however, was the zenith of the fortunes of the company. Many of its employees left for war as part of the Suffolk Regiment in August 1914.

They were replaced by ladies, who did a fine and dangerous job working on war projects and producing twelve pounder shells on double shifts, working seven days per week. They also turned out aircraft parts for FE2b day and night bombers.

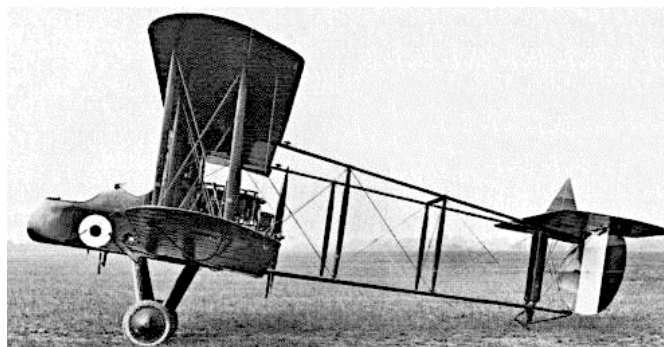
The Russian Revolution of 1917 caused the loss of seventeen million pounds worth of Garrett contracts - from which the company never really recovered.

Garretts continued after the war producing trolley buses for Ipswich, for example. In 1926 in the General Strike; Garrett's employees operated the LNER mainline through Leiston in order to keep their works going!

Beyer Peacock took the company over in 1926. The Leiston works kept going, however, and after an accident with the horses in 1929; it was decided that steam power was needed between the Town Works and Top Works.

The Great Eastern Railway Works at Stratford could not supply a locomotive for this purpose and so Garratts purchased a 1907 built, Aveling and Porter 0-4-0 - and so the legendary but tiny *Sirapite* arrived on the scene. The small loco and short wheelbase were a necessity because of the tight curves and restricted space alongside the line.

During WW2 Garretts produced 1,200 twelve pounder naval guns and the scene in the area changed. Armoured trains operated up and down the main line.



*The FE2b night and day bomber,
some parts made by Garrett
(Attribution: In the public domain)*



*Sirapite on the narrow section of works line
(Photo courtesy of Julian Warner)*



Sirapite alongside a J15 loco showing the small size of the former
(Photo courtesy of Julian Warner)



Scene from the grand opening of the new section of line on the 1st June 2019
(Photo courtesy of Julian Warner)

Leiston felt somewhat exposed, since it was the closest town to Germany and feared an invasion. The line was bombed several times but luck meant that there were few casualties.

The end of the war marked the beginning of the end for Garretts. *Sirapite* became redundant in 1962 and was sold to McAlpines. It was replaced by a Metropolitan Vickers electromobile. After 109 years; the Works line was closed.

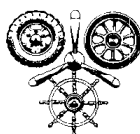
A new era dawned when a group of enthusiasts in the Leiston area decided that the line should be re-laid. *Sirapite* was returned to Leiston in 2004 and underwent renovation. She made her shining first public re-appearance in March 2010.

The first newly relaid 140 feet of track was opened in a grand ceremony on 1st June 2019. The celebrations were known as 'The Big 160' because it marked 160 years since the line opened in 1859. It was the beginning of the creation of the most easterly heritage railway in the UK. The Leiston Works Railway Trust have ambitious plans for the future and we wish them well.

The evening ended with a short Q and A session, followed by warm applause for our two guests and a vote of thanks from our Chairman; Sylvia Kerridge.



Julian Warner and Roger Graham
(Photo with their permission)



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Some Ipswich Railway Scenes ...

David Chappell

A rummage through my collection of photographs produced a few random scenes that might rustle up a few memories amongst railway enthusiasts, as well as users of Ipswich station.



A scene from London Road bridge showing a Class 47 on an intermodal freight heading for the Midlands. Interestingly, part of Ipswich Upper Goods Yard signal box can be seen. A diesel shunter rests in the extensive sidings.



A further view of the country end of the station. This scene has changed dramatically over the years with overhead wire installation and signalling alterations.

**All photos in this article by
David Chappell, dated 1977**



An original Great Eastern Railway seat on Platform 3 with a very collectable cast iron plate. One wonders where that seat and plate are now!



A fine set of semaphore signals at the country end of Ipswich station. The author thinks the large bracket signal ought to have been preserved.

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. 30th 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.

60 Years of IDHTS ...

Recollections of a Nonagenarian

Walter Coates (from 1972 IDHTS Handbook)

Walter Coates was born in Smart Street, Ipswich, in 1882. His father was in charge of the horses for Catchpole's, whose brewery was situated nearby in Foundation Street; the building is now occupied by F.H. Warner & Son Ltd. His own working life began in 1893, when he helped his father with the horses, and ended in 1947 when he retired from Ipswich Corporation Transport as a driver. A veteran of the South African War and of the First World War, he now lives in Felixstowe and has only recently given up cycling, on his doctor's advice; and at the age of 90 he has many memories. But let him tell his own story.

I started my first job at eleven, helping my father with the horses. He was up at 5 a.m. and worked seven days a week; I rode with him on the dray when he went round the pubs in the district, including the Ferry Boat Inns at Walton and Felixstowe.

When I was fourteen, I asked for more money, but didn't get it, so I left. The next job I had was with a local doctor driving a horse and carriage. That was Dr Walter Staddon, who lived at 6 Silent Street. I had a uniform, a double-breasted suit, tiger skin over my knees, a top hat and kid gloves; that came from John Pratt & Co, the well-known Ipswich tailors who had a shop in St. Matthew's Street.

One day I was driving past Grimwade's when I thought I saw one of a group of boys take aim, and my hat flew off. Well, I jumped down to give chase and give at least one of 'em a group hiding, but the doctor, he made me get back at the reins and drive on. Then he told me to take my hat off; I saw then that was all in a mess from the pigeons. I tried to clean it, but that hat never would come right again; John Pratt's sold me another one.

In the worst snow fall the doctor used a sledge instead of the carriage to go out on his calls. He never let me drive it, I had to hold an umbrella over him while he took the reins. I remember it was so cold one day that when I pulled off my gloves some skin peeled off my hands.

My first bike was a penny-farthing which father bought from a man who lived in Warwick Road, he used it for trick riding in Christchurch Park near the bandstand. We went to watch his performance about once a year, and when he told father he was going to change to a midget bike, father bought the penny-farthing for me. That was as bright as silver; I had it for several years, then it was passed on to my brother.

'Oh yes', I remember the old horse trams, I used to watch them going up St. John's Hill with the trace horse.

After that I got a job as an ironmonger's assistant, but that didn't last long. Just before I was eighteen, I went and joined the Army, enlisted in the Hussars.

My first job with the Ipswich Corporation Tramways only lasted four weeks: I was on compassionate leave during the 1914-18 war, and they were short of men in the depot at Constantine Road. So, I helped out until I was recalled. After the war I came back and took a job with the Corporation as a driver on the electric trams and staved with them till I retired. Mw wages weren't much more than a pound a week to start with It was a penny fare between the station and Cornhill. Very little time was allowed to do the return journey. just under five minutes: they were sharp on the timing for all the routes. I had to drive from the Cornhill to Bourne Bridge with a stop at the Black Bridge in Wherstead Road, in thirteen minutes.



Walter Coates with Trolley-bus at Foxhall Road



Felixstowe Road during the twenties

When the trolleybuses came in I drove them. Once in a snowstorm I drove down from Whitton. blind. and still managed to take the fares as well, one-man operation is nothing new!

Bishop's Hill was the worst of all in bad weather, though. One day the weather was so bad that after we'd had several tries at getting up, I had to ask the passengers to get out and walk up the hill; when I got to the top, most of em had had enough and they walked the rest of the way. It was late when I got back to the depot and there was a row; I soon told them to try taking a single up Bishop's Hill in the snow!

I well remember one day I was returning to the town in very bad weather, people were afraid to get aboard, but when I reached the Felixstowe Road bridge did nick un two women: heard one of them say 'He's one of our best drivers so we'll be all right with him'. Well, just past Myrtle Road the bus went into a skid; the conductor was so frightened he jumped off and lost all his money in the snow. I came down Bishop's Hill facing the path instead of the road ahead and about halfway down I passed a row of buses that couldn't get up the hill. By the time I reached Duke Street I was facing the right way again and was able to pull up; the two poor old girls got off then - they said they wouldn't do that again for a thousand pounds.

Driving along St. Helen's one day I went right over a boy who came in front of me riding a trade bike with all milk bottles on the front; they rolled everywhere. Well, I got down expecting to see the lad laying there dead, I felt dreadful. But he just picked himself up from the back - the bus had gone right over him. The young devil stuck his thumb on his nose at me - I was too relieved to mind that, though.

One day in the depot the trolley came off the line and a chap went and got in the cab while I went to put it back on. The shock I got from that threw me out in the road; they had to take me home by car. The next day I had to stay at home; and that was the only day I ever had off work while I was driving.

I was driving all through the last war, you know, I was taking a load by Nacton Road school once during the war when the siren went. The passengers had to get off the bus; they tried to get in the school shelter, but weren't allowed to, so they had to go to the next one That was when the bomb came down near Hatfield Road: that blew the bus on to the pavement. and me in it.

Most of the men working for the Corporation were good sorts all except one inspector that nobody liked. We all called him old mater. He timed us everywhere: always trying to catch someone out he was. Going to Whitton one day. a bus coming into the town slowed up near me and the driver shouted as we went past 'Watch out when you set to the top old matey's hiding in the bushes up at Whitton to see if you go in the Maypole'.

Around the Great Eastern – Fifty Years Ago ...

John D Mann



A Cravens two-car DMU gets away from Sudbury towards Marks Tey on a sultry afternoon in August 1973. The unit is passing the 'long pull' distant signal. At this time Sudbury Goods signal box was clinging to life.

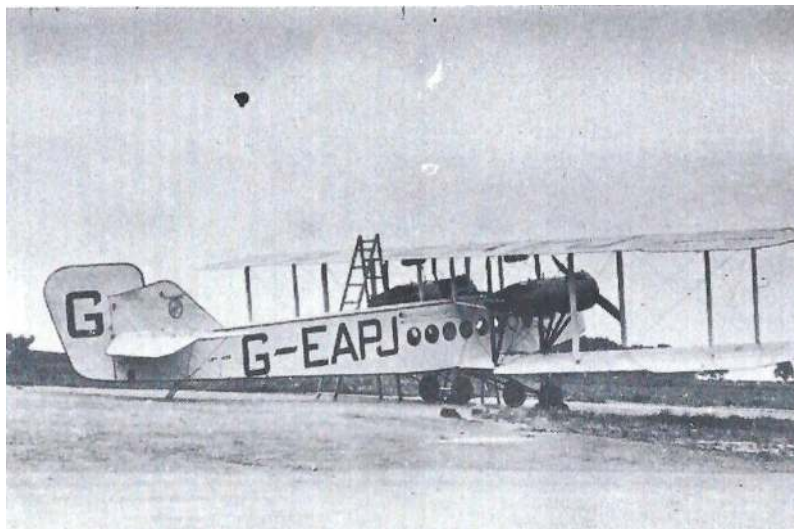
Taking the tablet at Westerfield Junction, Ipswich - now a distant memory. A Felixstowe bound Freightliner prepares to take the single line branch hauled by an unkempt Class 47 still in two-tone green livery, 9th April 1974.



60 Years of IDHTS ...

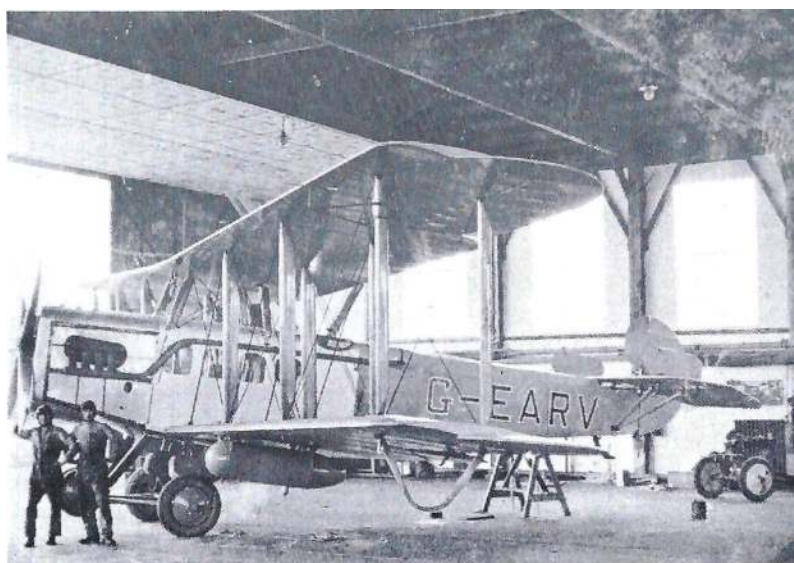
In the Beginning

Gordon Kinsey (from 1970 IDHTS Handbook)



*Above: Handley Page W10 G-EAPJ.
Winner of 1920 Competition (Large Aeroplane Class)*

*Below: Westland Limousine 111. G-EARV.
Winner (Small Aeroplane Class)*



Nineteen-Twenty, Fifty years ago. Today only the keen observer

glances skywards as the passing sound of a turbojet or turbo-prop streams away in the wake of a recently passed. airliner and it is hard to conceive that only half a century ago no such aerial argosy plied the skyways on its peaceful course

On the 12th. February 1919, the Department of Civil Aviation was formed within the Air Ministry, followed on the 30th April by the Issue of British Air Navigation. Regulations and Conditions, whilst Civil Flying was authorised on May 1st. A tremendous step forward followed on the 14th/15th June, 1919, when Capt. John Alcock and It Arthur Whitten-Brown crossed the North Atlantic. BY AIR, for the first time with the Vickers Vimy in the elapsed time of 15hrs 57mins. at an average speed of 118.5 m.p.h. with the aid of a tail wind.

As in most Government circles much talking was carried out in London. but finally, the specifications were drawn up and released. the object being to determine the best design of civil passenger-carrying aircraft, which it was hoped, would ply the new routes in a once more peaceful world.

It was extremely desirous that the conversions were replaced as rapidly as possible. as although the bombers were efficient in their previous roles, they had been initially designed to carry a heavy load in a confined space i.e. bombs in a bomb bay, and did not have the flexibility to convey lighter loads spread over a larger area, which in turn involved a difficult centre of gravity problem when loading the machine.

The aircraft for the Competition were to be divided into three classes, large aeroplanes, small aeroplanes, and amphibians, the first two categories to be evaluated at Martlesham Heath, and the latter at both Martlesham and the Marine Aircraft Experimental Establishment at nearby Felixstowe. Main consideration in the Competition was the safety and comfort of the passengers to be carried and the specifications for all three classes covered speed, range, and take-off and landing performance,

As new designs, at this period, could generally speaking be constructed in a few months. or even weeks. it was disappointing that no new decisions were entered for the Competition. The entrants were mostly variants of existing designs with modifications to meet the specifications of their classes.

The final entrants were as follows:-

LARGE AIRCRAFT.

<u>Type.</u>	<u>Registration</u>	<u>Capacity</u>	<u>Crew</u>
Handley-Page W. 8	G-EAPJ	12 Passengers	Major H. G. Brackley
Vickers Vimy Commercial	G-EAUL	10 Passengers	Capt. Cockerall Capt. T. Broome

SMALL AIRCRAFT

Austin Kestrel	G-EATR	2 Pass. & 1 Pilot	M. D. Nares
Beardmore WB 10	G-EAQI	1 Pass. & 1 Pilot	G. Powell
Bristol Seeley	G-EAUE	2 Pass. & 1 Pilot	C. Unwins
Sopwith Antelope	G-EASS	2 Pass. & 1 Pilot	Harry Hawker
Westland Limousine III	G-EAR V	5 Pass. & 1 Pilot	Capt. A. S. Keep, MC BSc.
Avro Triplane 547A	G-EAUJ	4 Pass. & 1 Pilot	H. A. Hammersley
Central Centaur 2A	G-EAPC	6 Pass. & 1 Pilot	-----

AMPHIBIANS.

Vickers Viking III	Type 59 G-EA UK	2 Pass. & 1 Pilot	Capt. S. Cockerall
Supermarine Sea-Eagle I	G-EAVE	2 Pass. & 1 Pilot	Capt. J. Hoare
Fairey III	G-EALQ	2 Pass. & 1 Pilot	Lt/Col. V. Nicholl, DSC.

Messrs. Saunders of Cowes built the Kittiwake for this class. but it was wrecked when it ran onto rocks at Cowes during its earl flights and was not repaired or proceeded with further.

Before the Competition proper got under way, several incidents occurred which may in some may have influenced the final results. Whilst on his way to Martlesham to fly the Avro Triplane. the Avro Test Pilot. Capt. D. C. Westgarth-Haslem crashed near Ipswich, on the 4th. of August, flying the Avro Baby Type 5 34B. G-EA-UG, he was severely inured. when fuel trouble caused engine failure which compelled him to carry out a hastily forced landing near Bentley Church, which unfortunately terminated in a bad crash. This eliminated his participating in the contest and his place was taken at the last moment by Mr. H. A. Hammersley. This crash is recorded in the locality, as a Court case ensued when a local resident removed a gauge from the wreckage and was summoned for doing so.

The Supermarine amphibian suffered an undercarriage collapse on the aerodrome but was repaired in time for the flying trials. Whilst several other contenders had swift engine and propellor changes. Major H. G. Brackley flew the Handley-Page W. 8 as the Company Chief Test Pilot having only recently joined the Company on his return from New Foundland where he had been waiting to fly the H. P. V. 1500 bomber across the Atlantic for the Daily Mail £10,000 prize.

As the Vickers Vimy with Alcock and Brown had 'beaten him to it?' he came home after demonstrating the bomber in America.

In lighter vein, Capt. Keep, of Westland's, whilst on a demonstration flight confirmed the safety of his Company's product by perturbing his passengers somewhat. In full flight and at some 80 m.p.h. he left his open cockpit aft of the passenger cabin and joined them, lit and smoking a cigarette. he chatted to them as the Limousine III cruised leisurely along in preparation for the event. the Chief Technical Officer at Martlesham Heath, Major Barlow. assisted by Capt. Nightingale and F/Sgt Roles, surveyed the area, and established the position of, and the accuracy of the camera-obscura for use in the tests. Other officials taking part were technicians Woodward-Nutt, Jennings. Scott-Hall, Rowe and Barren

Towards the end of August 1920, the evaluation of twelve aircraft which eventually made the venue commenced and these were all put through the tests allotted. An example of the tension among the pilots in their efforts to do the best for the employers they represented was the tussle in the small aeroplane class.

After changing leading places several times. the Westland Limousine III and the Sopwith Antelope flown b Cart. Keep and Mr Harry Hawker respectively. emerged as the leaders of this class with one test to complete. the two machines were at level points. the final test deciding the winner. This all-important final test was the emergency

landing in which the pilots were required to make a steep approach, clear a line of small balloons tethered at 50ft above the ground. flare-out land and stop as near as possible to the poles supporting the balloon obstacle This manoeuvre was to be carried out three times. the average of the three runs to be the final figure for the test. The rules also stated that should an aircraft become damaged whilst carrying out this test, automatic elimination would result. As the means of stopping at this period was to dig the tail skid into the ground and cut the engine, these two aircraft were revolutionary in that they were fitted with wheel brakes and also small wheels carried on outriggers forward of the main undercarriage to prevent the aircraft 'nosing over' as a result of too heavy brake application.

As both Keep and Hawker felt that they would soon be home and dry, they were extremely anxious to make the most of this test, with good approaches and short landing runs. Being the sportsmen they were, as well as rivals, they tossed a coin to make the first run, Keep winning the toss, and putting Hawker into the air first. His first attempt was, expected from an airman of his calibre, very steep with the ensuing short, heavily braked landing run. This was followed by another in the same class which no doubt gave Hawker a feeling of confidence and lulled him into a state of self-satisfaction. His third approach was rather too steep over the obstacle resulting in a very fast and heavy landing which buckled his already overtaxed undercarriage. Capt. Keep had only to make three safe approaches and landings to secure the top prize which he successfully achieved.

The final results were announced during the last week in October 1920, the judges announcing their disappointment that the aircraft had not shown more advance in design and therefore they were not awarding the full prize money.

In the large aeroplane class, they withheld the first prize and awarded the second prize of £8, 000 to the Handley-Page W. 8 and the third prize of £4, 000 to the only other aircraft in the class, the Vickers Vimy Commercial.

In the small aeroplane class, the first prize of £7,500 was given to the Westland Limousine III, the second of £3,000 to the Sopwith Antelope and the third of £1,500 to the Austin Kestrel.

The Vickers Viking III gained the first prize in the amphibian class, the Supermarine Sea-Eagle I taking the second. No prize was awarded to the third contender in this class, as it had failed to take-off the water at Felixstowe after the 24-hour mooring test.

The only aircraft to see any service on the air routes after the Competition were the Handley-Page W.8, the Vickers Vimy Commercial and the two amphibians which shortly afterwards amalgamated and continued as one product.

After the contest the H.P.W.8 started on the London-Paris run during October 1921, for Handley-Page Transport Limited. Taken over by Imperial Airways during 1924, the W.8 finally crashed in that year. Her final demise was due to lack of gauges to indicate the fuel state in the tanks. These were situated in the upper mainplane and were not interconnected and therefore when a leak developed in the port tank with the resultant loss of fuel, the port motor stopped when the tank emptied.

The captain quickly selected a suitable landing spot and put the aircraft down but whilst still running fast, G-EAPI ran into a sunken road, turned over and broke her back, the crew escaping with bruises and a shaking. The design continued through many more planes until the early 30's.

The Vickers Vimy Commercial went into service on the London-Paris run with Instone Air Lines and then Imperial Airways carrying its daily load of passengers without incident until it was relegated to freight duties which it carried out until scrapped during 1925.

This design also carried on through many more Vickers aircraft culminating in the appearance of the Valentia, one of which, K3603, was still at Martlesham Heath at the out-break of the Second World War and flew away to Boscombe Down to continue its service there.

The joint design of the two winning amphibians developed through the years and through various aircraft to give us the well-loved Supermarine Walrus, the most welcome sight many a dinghy-borne aircrew ever saw.

In the small aeroplane class, none carried on the airways role, Westland proceeding with other designs, Sopwith with military aircraft, Austin and Beardmore leaving the aircraft industry, Bristol. left the civil market for a while, and Avro produced a few 547A triplanes for service in Australia without success. The Central concern packed up after the Centaur crashed on its way back to London after the Martlesham trials.

As you pass over the over-grown spot that was Martlesham Heath aerodrome you may see, if you are a believer, in the gathering dusk the faint outlines of the Argosies, Hercules, Hannibal's, Atlantas, W.10s, and Ensigns, whilst listening to the whine of the Tridents and Comets passing over fifty years later, the place where it all began.

IDHTS 60th Anniversary Summer Lunch

29th June 2024 at 12.00pm

To celebrate the Ipswich & District Historical Society 60th Anniversary, we are inviting present and past IDHTS members to a summer lunch to be held at Venue 16, Venyew Suite.
(312 Tuddenham Road, Ipswich, Suffolk IP4 3QJ)

We hope by holding a local summer lunch event, that some of our older present or past members that normally are unable to attend meetings, might like to attend this event. It will be chance to catch up on memories of IDHTS events. The cost will include our own dining area, bar and garden, welcome drink and a two-course lunch followed by tea or coffee.

So please complete the form included with this edition of TM, if you would like to attend, let us know as soon as possible or at the latest by 29th May, along with payment of £35 (*per person*).

Menu Choices

Roast Sirloin of beef with Yorkshire puddings, baby roasted carrots, roasted parsnip, greens, rosemary roasted potatoes and beef juices.

Chicken Breast stuffed with apricot and thyme stuffing, wrapped in smoked streaky bacon served with tender stem broccoli, honey roasted carrots, roast potatoes and drizzled with a red wine jus.

Beetroot Wellington slice served on a chunky tomato sauce, crushed new potatoes and green vegetables (Vegetarian option).

Dessert

Passion fruit and white chocolate cheesecake served with fresh berries and fruit coulis.

Dark chocolate and salted caramel brownie with white chocolate and honeycomb ice-cream.

Continental Cheeseboard

Followed by Tea or Coffee

We look forward to welcoming you to what we hope will be a very enjoyable afternoon!

Photos of the 'Venyew Suite' booked for the IDHTS Lunch Event



60 Years of IDHTS ...

'Great Eastern'

Reminiscences by Frank Cocksedge (from 1970 IDHTS Handbook)

When one has been in steam all ones working life it seems not unusual there could be a touch of nostalgia somewhere and in a way it is not a bad thing, for personally I could never lose, nor would I wish my admiration for the engines of the 'Great Eastern'. Based at Ipswich depot, moderate in size and power, but neat in appearance, they were not mobile power houses but rather an engine for the craftsman, indeed shall I say the artist. The work done by these engines over the difficult lay out of the Easter Counties, was in my opinion worthy of some commendation.

We were not a glamour road, but I can claim we had a reputation for service and punctuality in which most of us took a certain pride. I can recall good work by all our engines even to the little Tram 197 who romped away from 'Ransomes Sims' right un into the goods yard with 35 wagons in one go.

Then there was the little T15 538 and between us we put in an amazing night's work. This would be early in the first World War, starting away at 3. 30 in the afternoon for Felixstowe Dock with a load of empties, left these there and picked up a train of Naval gear for Rosyth. back to Ipswich, turned the engine. backed on, and away we 'set sail? far March, left the train in the Station and into the depot for oil, water, and turning engine, out we came again and to Whitemoor marshalling wand where we found a train of coal waiting for us for Parkeston quay, we passed our depot at 5.30 the following morning enroute for Parkeston. I can still see the shed foreman looking at us but I have no idea what he was thinking. To finish this escapade when we arrived at Parkeston, we were instructed to work a load of bacon to Ipswich where we finally landed at about 10 in the morning. My driver on this occasion rejoiced in the nickname of the 'Angry God', but I couldn't complain really.

Now as passenger fireman things were really moving, as they say, and for sheer joy of movement a 'Claud Hamilton' is hard to beat. In this case it was 1807 (our own 1500 was in the main shops being Vac fitted), the train mar 1.35 Yarmouth South Town to Liverpool Street non-stop, limited to 10 bogies and a booked 1500 job on account of the sharp timing.

To cut the story short, we found on arrival at Yarmouth that the load would be 12 cars with Restaurant set and it seemed that I would be in for a busy time. In actual fact I have never had a more thrilling experience, it was fantastic the way she tore over the 'East Suffolk', passed Ipswich two minutes early and on to London in the same style to arrive earlier still. What a day! What an engine!

The several years that I was a fireman on the Belaire 1500's were really years of satisfaction, of work well done by these engines. All the expresses were 14-15 bogies Norwich and Ipswich sections combined and worked by Stratford and Ipswich engines and men. We were supported o course, by a very keen shop and fitting staff, who were interested in the engines and what we were doing with them.

I can never speak too highly of them, the footplates were spacious and well laid out with ample weather protection. They had a lovely wheel to run 6'-6", and running at speed (and they could), rode beautifully, so unlike some machines we had to put up with years later. They had refinements that were not found on these later models, viz - variable blast pipe air sander, air reverser, and the very efficient air water pick up scoop. How sure and slick it was unlike the clumsy wheels and levers that require a 'Samson' to use them.

When in the later stages of my firing career on them I had the good fortune. with my mate J. Packe, and our own 1561, to work an emigrant special to Liverpool Central, with a load of 13 bogies, and when years later firing with 1625 on the Parkeston-Manchester boat express, I learned that with a load of 8 cars or more, one had to be double-headed at Sheffield.

I realised then what 1561 had done. whether by accident or design I never knew, but 1561 went up the bank to Dunford alone. I can recall many exploits with them too numerous to mention. We took it in our stride, and by the way, a wide throttle was only very rarely seen, they didn't need it.

To conclude this appreciation of a very rewarding and happy experience, I would just mention meeting a senior driver in our shed the day after I was made a Driver when he said "do I understand Frank, you are now a Driver"? I was naturally very pleased to affirm this. when he said, "do you mind if I give you some good advice"? to which I had to say I would be very glad. "Well, Frank" he said "always remember this... always keen in front of your train. I thanked him but realizing that as a budding driver I might have occasion to find myself at the rear, but normally I was hoping to be 'Up in Front.

60 Years of IDHTS ...

Memory of a Conversation with Ken Leighton about Frank Cocksedge Mervyn Russen

In TM 262 Martyn recorded the sad loss of Ken Leighton, one of our founder members. Ken was a great railway writer and storyteller - I can never remember a conversation with him that did not result in me saying to myself: "Wow ... REALLY?"

I remember one story in particular: it concerns an engineman who was a legend on the Great Eastern. His name was Frank Cocksedge, and he had been around a long time having gained footplate seniority in September 1914. He had had a wonderful apprenticeship firing to another legend; Arthur Cage when the great man was at the end of his career on the Aldeburgh branch. Arthur had been in the crack team of drivers working the Norfolk Coast Express before the Great War. This was a non-stop service from Liverpool Street to North Walsham.

Frank was well known for his dapper appearance and was also a perfectionist as a driver. In the early fifties there was a driving turn which entailed a crew travelling up to London from Ipswich on a Sunday night, staying over, and taking an express out early on Monday morning from Liverpool Street. Frank and his mate arrived promptly at the London station and were pleased to see that their locomotive was in apple pie order and had already been backed on to the train. They were rather taken aback by the fact that an immaculate brand-new *Britannia* stood gleaming in the pale light of the platform lamps. Frank had never driven one of these as they were new on the line. The two men took a look round the cab and Frank said: "Cab layout doesn't look too different from what we are used to, let's give it a go."

Having been given the tip, they set off for Ipswich. It was a dark morning and the light over the speedo' was not working. Frank commented as they lifted the train out of the London suburbs: "This can really go."

Later in the journey when passing a station sign on a platform, Frank's mate thought that it had seemed to fly by rather quicker than usual. He fetched a torch from his bag and played its beam on the speedo'. In shock he called Frank over and both men stared at the needle which registered 114 mph. Frank eased off on the regulator with the immortal comment; "Better ease off ... don't want to embarrass Mallard!"

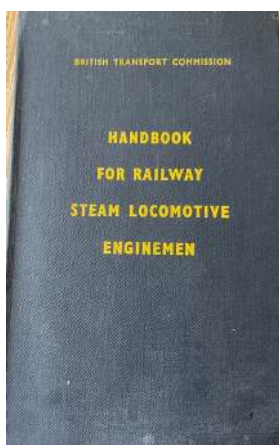
Frank Cocksedge, by the way, was once a member of the IDHTS in the nineteen sixties together with, among others, another legend of Great Eastern metals: Ernie Payne.

Britannia's regularly exceeded ninety miles per hour on the fast section of the line on the way to Norwich near Diss. The great railway writer and recorder, Cecil J Allen (CJ), measured a speed of 94 mph on the line with *Rudyard Kipling* on a nine-coach train in the late 1950's. The *Britannia's* were greyhounds and in fact were not really overtaken in performance until the Class 47 diesels arrived. The Class 40 "Whistlers" sounded impressive but were never really adequate successors to the *Britannia's* in my view.

Handbook for Railway Steam Locomotive

Enginemen – British Transport Commission

John Barbrook (Overview by David Kerridge)



During a recent IDHTS meeting, a member, John Barbrook showed me a book that his father, gave him several years ago. John recalled that his father had worked as a loco driver based at Ipswich. The book 'Handbook for Railway Steam Locomotives Enginemen' produced by British Transport Commission, was presented to John's father and 'authorised to retain' on the 5th June 1958.

I thought the book was a fascinating picture of how much an Engineman had to know in order to operate a steam locomotive. With John's permission, I have taken just a few snippets from the nearly 200-page handbook enclosed in this article. I hope you find this of interest. Many thanks to John B.

Please note the following text is taken from handbook as produced in this edition.

Excerpts of contents taken from the Handbook: FOREWORD


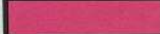




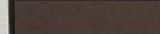



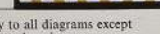

The object of this book is to help enginemen to become proficient in their duties. In particular, it will be beneficial to cleaners and firemen in their preparation for promotion. It is written with the object of giving a general description of locomotives and the principals involved in their construction and operation within the compass of a book of reasonable size.

The book deals with the steam locomotive, but it is the intention to follow it in due course with a similar publication dealing with other forms of motive power.

It should be emphasised that no one can become a proficient railway locomotive engineman merely by reading books, however good they may be. The highest proficiency, however, can only be achieved by studying the subject from all angles and putting into practice the knowledge and precepts gained from text-books.

The increased cost of fuel, together with the importance of punctuality, makes it essential that you should strive by all the means in your power to achieve the fullest knowledge of your work, and close study of this publication is one way which will assist you to do this.

R F HARVEY, Chief Operating and Motive Power Officer

CONTENTS		COLOUR IDENTIFICATION CHART	
Foreword	5	SATURATED STEAM	
Colour Identification Chart	9	SUPERHEATED STEAM	
List of Diagrams	10	EXHAUST STEAM	
SECTION 1		ATMOSPHERIC AIR	
General	Page No. 15	COMPRESSED AIR Higher Pressure	
Introduction: Notices and Rules: Cleaners: Firemen: Drivers: Working Trains: Engine Disposal: Turning the Locomotive.		COMPRESSED AIR Lower Pressure	
SECTION 2		VACUUM	
Combustion	Page No. 23	OIL	
Composition of Air and Coal: What happens in the Firebox: Principles of Good Firing: Preparing the Fire: Starting away with the Train: Firing on the Journey: When the Regulator is Closed: Blowbacks: Firing of Shunting Locomotives: Size of Coal: Use of Fire-irons: Use of Deflector Plate: Use of Dampers: Working of Injector.		WATER	
SECTION 3		FEED WATER	
Transformation of Heat into Power	Page No. 34	WATER AND STEAM	
Heat: Temperature: British Thermal Unit: Conduction: Convection and Radiation: Steam Generation: Relation of Temperature to Pressure: Saturated Steam: Superheating.		AIR AND STEAM	
SECTION 4		The above colours apply to all diagrams except where shown otherwise	
The Boiler: Boiler Mountings and Details	Page No. 37		
Types of Boilers and Fireboxes: Smokebox: Self-cleaning Smokebox: Superheater: Blast Pipe: Brick arch: Firehole Door: Drop Grates and Rocking Grates: Hopper Ashpans: Boiler Mountings: Safety Valves: Water Gauges: Pressure Gauges: Fusible Plugs: Washout Plugs: Handhole and Mudhole Doors: Blower and Valve: Regulator Valve: Vertical Side-type Regulator: Horizontal Dome-type Regulator: Horizontal Regulator—Smokebox type: Double-beat Regulator: Multiple Valve Regulator: Injectors: Exhaust			
SECTION 5			
Injectors: Steam-controlled Exhaust Steam Valve: Auxiliary Shuttle Valve: Steam-controlled Water Valve: Possible causes of Injector Failures: Blowdown Valve: Carriage-warming Valve: Cab Fittings.			
SECTION 6			
Valves and Pistons	Page No. 80		
Reciprocating and Rotary Motion: Distribution of Steam in Cylinders: The Slide Valve: Lap and Lead: Eccentric: Angle of Advance: Relative Motion of Valve and Piston: Indicator Diagram: Piston Valves: Inside and Outside Admission of Steam: Long Travel Valves: Piston Head: Cylinder Cocks: Anti-vacuum Valves: Crank Positions: Methods of Testing: Failures.			
SECTION 7			
Lubrication	Page No. 126		
Various Types of Motion: Methods of Lubrication: Lubrication of Axleboxes: Mechanical Lubricators: Hydrostatic Lubricators: Cylinder Lubrication: Atomiser: Trimmings.			
SECTION 8			
Brakes	Page No. 142		
Automatic Steam and Vacuum Brake: Solid and Annular Jet Ejectors: Steam and Vacuum Brake Valve: Automatic Vacuum Brake (former G.W.R.): Relief Valve: Drip Valve: Vacuum Brake Cylinder: Ball Release Valve: Automatic Vacuum Brake: Automatic Westinghouse Air Brake: Brake Tests: Brake Failures.			
SECTION 9			
Automatic Train Control	Page No. 182		
SECTION 10			
The Rule Book	Page No. 192		
Index	195		

SECTION 1 - GENERAL - Introduction

The Junior Engine Cleaner who has started his career to become an Engineman on British Railways is expected to take an interest in locomotives, to fit himself to take charge of them when he is promoted. Whilst working as a Cleaner he must make himself acquainted with the general arrangement of the various types of locomotives and learn the names of the various locomotive parts, eg frames, cylinders, steam chests, wheel arrangements, boiler, firebox, smokebox, safety valves, etc. He will receive tuition from Chargeman Cleaners, Firing Instructors and Inspectors. He should take the opportunity to supplement the information in this

Handbook by asking questions of Fitters, Drivers, Firemen, Foremen, Inspectors, and by attending Mutual Improvement Classes, and lectures in the Mobile Instruction Trains, where provided.

Notices and Rules

In addition to obtaining a knowledge of locomotives, it is essential that he should become fully acquainted with the Rules and Regulations which apply to him.

A study of the Permanent Notices and Rules 1 to 16 in the Rule Book will instruct him in his personal conduct and safety, and a knowledge of the following rules will prepare him for the time when he will be called upon to act as a Fireman:

Rules Nos. 34-49	Fixed Signals
Rules Nos. 50-51	Hand Signals

Rules Nos. 55-56	Detention of Trains
Rules Nos. 126-8, 141-3	Working of Train
Rules Nos. 178-181	Protection of trains stopped by accident, etc.

He should have a knowledge of 'Prevention of Accidents' as well as the proper procedure of coupling and uncoupling.

ENGINEMEN'S DUTIES- Firemen

Good timekeeping is an essential part of a Railwayman's job.

After signing on duty at the right time and reading the notices, the Fireman should then join his engine. His first duty is to examine the water gauges and notice the steam pressure. If the water level is satisfactory, he should give attention to the fire, level it down and raise the steam pressure, to enable the injectors to be tested as early as possible.

He should satisfy himself that the fusible plugs and tubes are satisfactory and that the brick arch and Firehole deflector plate and protection ring are in good condition, also the smokebox door is screwed up tight.

It is the Fireman's duty to draw tools and equipment from the Stores, where tools are locked up, and to clean and trim the lamps, where required to do so.

He must make sure that the required number of flags and detonators are carried and, where these are contained in a sealed canister, ensure that the seal is intact and the "date" indication correct.

Careful preparation of the fire is half the battle. He should start by spreading the fire over the grate evenly with a fire-iron, running this over the bars to clear the air spaces.

Some classes of coal require the use of broken firebrick, limestone or shingle, which prevents clinker adhering to the firebars. This must be thrown on the bars before spreading the fire.

The fire should be built up by adding small quantities of coal.

Large coal must be broken to lumps little larger than a man's fist.

This exposes to the action of the fire a greater surface of the fresh coal than would be the case if large pieces were used.

Firing should continue at intervals, giving each charge of coal time to ignite properly, until a bed of fire, well alight and suitable for the class of train to be worked, is obtained. The damper should be open and blower carefully applied sufficiently to avoid smoke.

He should be particular to sweep the front platform and the foot framing clear of all loose ashes and sand which would, if not removed, present an untidy and unkempt appearance, and, moreover, would blow into the motion and cause increased wear.

He should satisfy himself that the ashpan has been cleaned and that the dampers are in working order. The sand boxes must be filled, the fire-irons properly stowed and the coal safely stacked on the tender.

ENGINE DISPOSAL - Firemen

Towards the end of the run the fire must be levelled and worked down as low as possible to avoid arriving on the shed with a large amount of fire in the grate.

Upon arrival on the shed, and after reporting the arrival of the engine, coal will be taken and the tank filled with water, and the engine placed over the ashpit. After taking water the tank lid must be closed. Care must be taken during coaling to avoid spillage, and prevent damage to coaling apparatus by inadvertent movement of the engine.

On the ashpit the Fireman will, when required, empty the smokebox (locomotives fitted with self-cleaning smokeboxes will be dealt with in accordance with instructions). The fire will be withdrawn or cleaned as necessary, and it is important to clear the ashpan thoroughly.

Locomotives fitted with rocking grates and hopper ashpan will be dealt with in accordance with instructions posted at the Depot. Care must be taken to see that the hopper doors are left closed and secured and that the operating lever is replaced in position on the footplate.

It is essential to close the dampers and Firehole door after the fire has been withdrawn, and the blower valve shut off to prevent the entry of cold air into the firebox, which would set up contraction stresses in the boiler plates, stays and tubes. (For the same reason the locomotive should, when necessary to move in own steam, be worked as lightly as possible to reduce the quantity of cold air which would be drawn through the empty firebox and tubes.)

The Fireman should collect, check and clean all tools and equipment for return to the stores or lock them up on locomotives where keys are provided. If any item has been lost or damaged, he should inform the Driver, who will report the facts when signing off, and the Fireman should draw the Toolman's attention to the discrepancy when handing over the equipment.

Before leaving a locomotive after stabling, the boiler should be filled with water to a height of three-quarters of the gauge glass and the locomotive left secure with the hand brake hard on.

Turning the Locomotive

An engine to be turned should always be taken on and off the turntable slowly and brought to rest easily to avoid straining the mechanism and the structure of the turntable. The competent Driver knows exactly where to stop, having previously noticed what part of that type of engine comes opposite a certain part of the turntable or to a landside mark as the case may be, so that he is able to stop quickly and easily in the desired position without waste of time re-setting. During the operation of turning, the hand brake must be screwed HARD ON, the reversing screw or lever in mid gear and the cylinder drain cocks opened.

Hand-operated turntables should always be pushed round and never pulled because, when pushing, the man operating the table is behind the bars so that if he should fall or slip the table will move away and leave him clear. A man pulling on the bar, however, might be injured if he slipped or fell because the bar would pass over him.

When operating a mechanically propelled turntable, in addition to the usual precautions taken to prevent movement of the engine, the propelling mechanism of the turntable must be handled carefully.

Example Diagrams

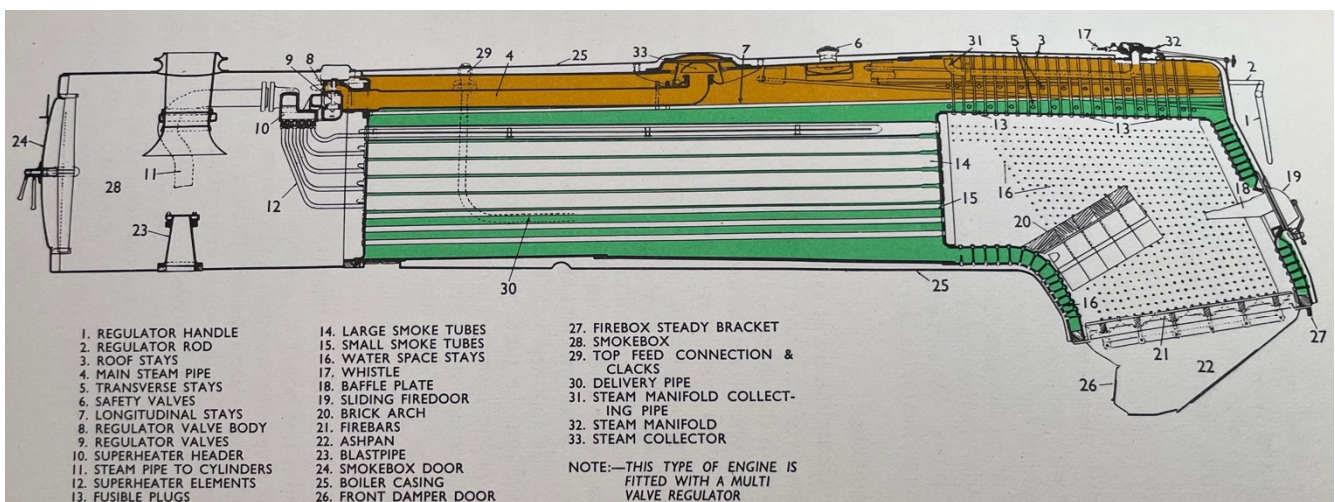
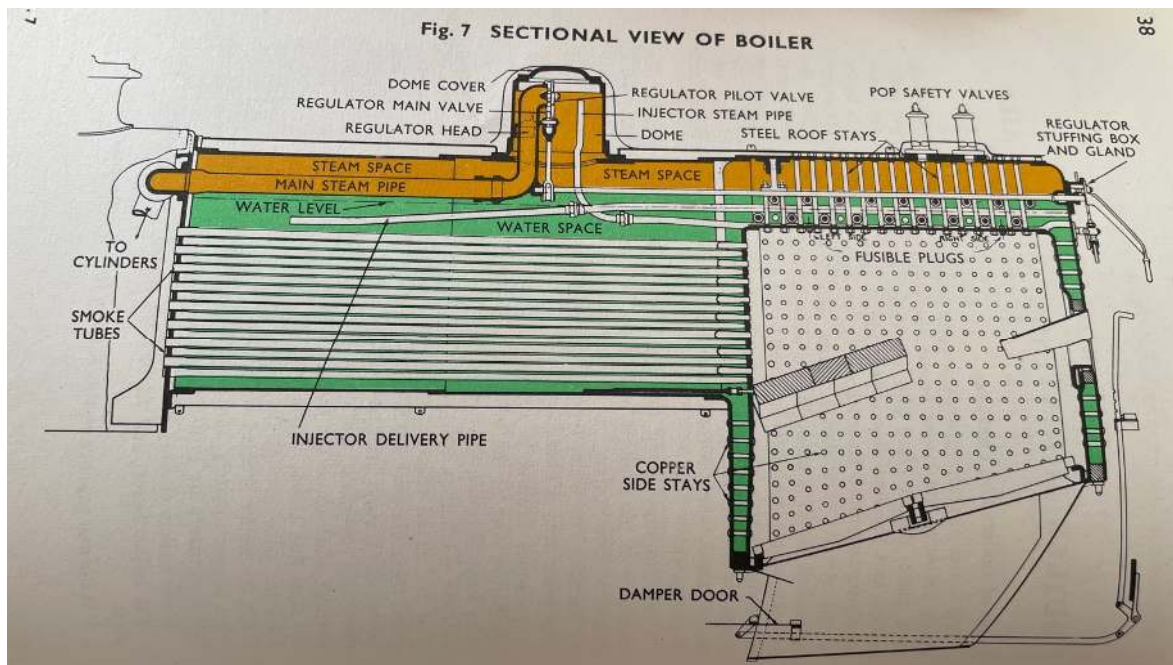


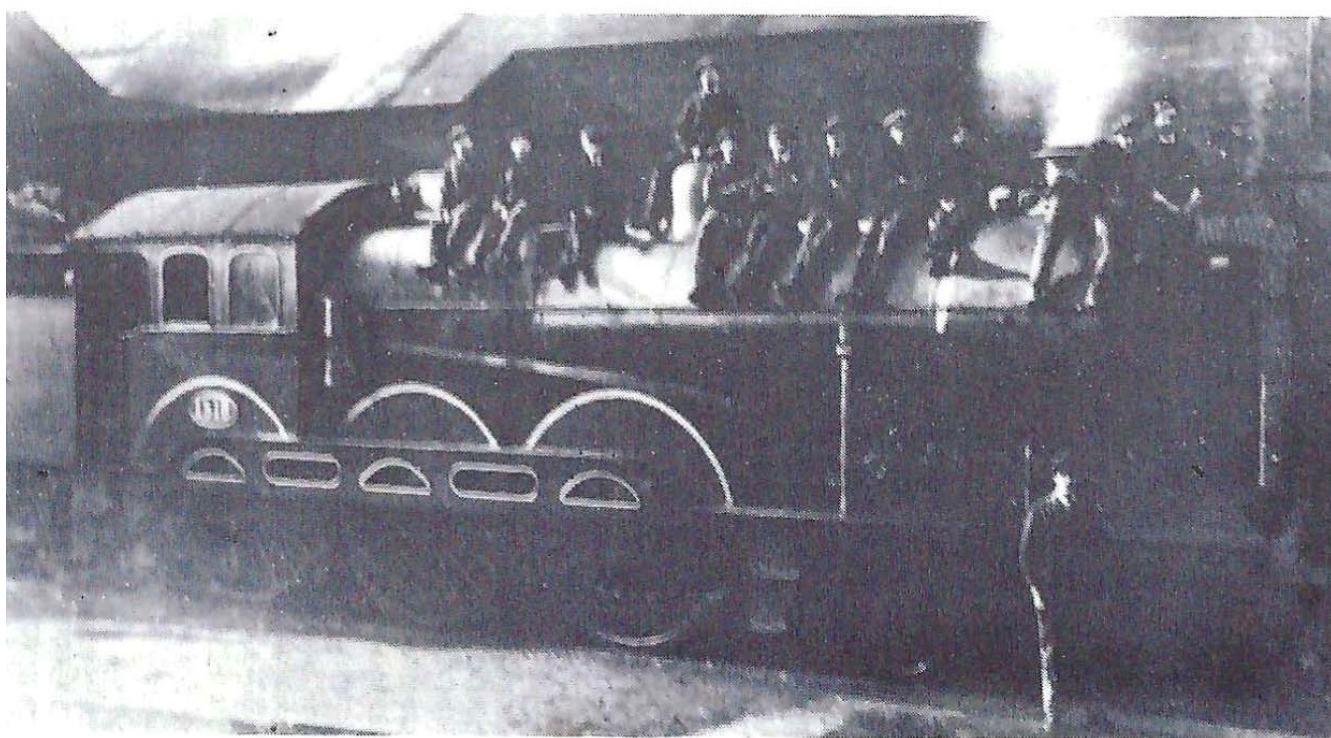
Fig. 8 SECTIONAL VIEW OF BOILER WITH SUPERHEATER

60 Years of IDHTS ...

Ipswich Engines and Ipswich Men

K G Leighton (from 1972 IDHTS Handbook)

IPSWICH ENGINES



George Lincoln's Engine - 1518 - with Cleaners at Ipswich

In bygone days when a new railway came into being our Victorian forefathers took great pains to record the event in minute detail. Every aspect was scrutinized with tireless energy. The livery of the coaches, the finery of the passengers, the band, the banquet, all were written up with gusto. The locomotive, usually referred to as the 'fiery steed', was watched warily, and every hiss of steam and belch of smoke dramatically described.

Very rarely did the central figure, the driver, get even a passing mention in the closely printed account of the great doings of the day. Our local Eastern Union Railway was a fortunate exception to this rule, for we are told that the inaugural train of thirteen vehicles drawn by the 2-2-2 tender engines No. 1 COLCHESTER and No. 2 IPSWICH left Ipswich at 10.30 on 11th June 1846 for Colchester, with the leading engine being driven by Mr. Taylor, Foreman of Engines at Ipswich Locomotive Depot. Sadly, at this point the pattern that was to dominate the official railway mind into our time was set, for the reporter of 1836 stated that the second engine was in charge of a trusted driver. This laid down the British practice, the drivers of our railway locomotives were trusted, respected, but anonymous.

Apart from the men who worked for companies that emblazoned the driver's name on the cab front of his regular engine, the greater mass of locomotive men over the years were nameless Olympians, who could be seen gazing benevolently down from the steamy fastness of their cabs at terminal stations, or very briefly glimpsed as they peered ahead from the fiery steeds in glorious full flight across country.

Very often tragedy broke the wall of anonymity as in 1900 when a Y14 0-6-0 goods No.522 of the G.D.R. exploded with great violence at Westerfield and catapulted her Ipswich crew into eternity. Today they are still remembered: Driver Barnard and Fireman MacDonald. Two men lifted from the nameless mass by a great and terrible gout of steam.

The next Ipswich men to achieve public fame did so in far happier circumstances. In 1911 a very young G.E.R. man, C.J. Allen wanted material for an article in the G.E.R. magazine. This was gathered in with the blessings of the senior G.E. management and the article was printed as on the Footplate, A trip on the Norfolk Coast Express. In the years prior to the Great War the N.C.E. was the crack express of the Great Eastern Railway and the honour of providing engines and men for the working was shared days about by Ipswich and Norwich Depots in turn. The job was an arduous one. It meant shifting between 350 and 400 tons from Liverpool Street to North Walsham, 130 miles in 158 minutes, with a non-superheated engine of only 50 tons weight.

On the day of Mr. Allen's trip Ipswich had the reins, and at the head of a magnificent rake of G.E. Bogies stood engine No. 1809 of the famous Claud Hamilton class. At this time the Ipswich N.C.E. crews were an elite and their engines handpicked for the job. As a result, the most extraordinary feats of power were being coaxing from the relatively small engines in use. Mr. Allen picked a star engine and a crack crew - Driver Arthur Cage and Fireman Cross - for on that day the redoubtable team slashed no less than 5 minutes off the booked time for the run.



Arthur Cage, or 'Chuffy' was a stocky gentleman with a Captain Kettle beard and a taste for hard running. For ears he struck sparks from G.E.R. metals and then spent the last years of his railway life quietly working for Aldeburgh branch. The magnificent work done on the N.C.& prompted C.J. Allen to publish in the February 1919 issue of the G E R magazine a table of the best runs of 1911 with the Norfolk Coast Express.

After a span of 60 years the list of engines and men now reads like a roll of honour. and raises visions of Cage and his contemporaries and their elegant blue engines going smash and grab from London to north Norfolk with a flair and style that still makes the blood race and the pulse quicken - Coleman and Strutt in 1874, Barnard and Frost 1813, Sadler and Dennant 1812, Storey and Barnard 1823, Pinkney and Barnard 1816, Lincoln and Last 1815. Men who gave a lifetime to the G.E. and in many cases sent their sons to give another lifetime to the L.N.E.R. and British Rail.

George Lincoln ran 1815 for years and when the new 1500 4-6-0's came out in 1912 Ipswich got a batch to cone with the heavier trains. Mr. Lincoln took 1518, his old engine number reversed and proceeded to work the newcomer with the same still and verve he had displayed with his old D56. But in the end 1518 bit the hand that drove her and gave the driver the worst moment of his career. Descending Belstead Bank at speed one day the great S.69 developed an uneasy lurching gait and even as George's hand flew to the brake there came a loud crack, and the driving axle broke in two under him. Mercifully the engine held the road and was brought to a stand quite safely, but the memory of that wild shuddering ride stayed with George Lincoln to the end of his days.

Another engine of the 1500 batch went to Bill Barnard and Sid Keeble of Ipswich Shed.

Today faded photographs of them are treasured, photographs that show the great engine proud and full chested at the tunnel end of No. 2 platform at Ipswich. Steam simmers from the safety valves and the summer sun of 1912 gleams on the immaculate metal and paintwork. The old G.E. express head code graces the front end with a great dignity. Sid Keeble stands on the raised portion of the running plate clasping the boiler handrail. Nearer the smoke box Driver Barnard stands holding his badge of office, a polished oil feeder Both men radiate pride, in their in their calling and in their new mount In a few short weeks that same summer sun shone on the proud trio for the last time as 1506 bore herself and her crass to an ultimately end in the Colchester smash of 1913.

And so, it went on. Engines and men changed: the Super Claud's. the rebuilt 1500's, the 2800 SANDRINGIAMS, the BI's, came and went the young fire-eating speed merchants slowly grew older and greyer and had to retire. Younger men came up and stepped into the driver's place till they too grew old and grey and left the footplate for a pension. Most had passed through an entire career unknown to the millions of souls they had carried in absolute safety over untold miles.

Some are with us still; some exist now only in memory or in tattered photographs. All of them would scorn any suggestion of hero worship or public recognition, yet what a band they were.

The last of the old-time engine men, Billy Mutimer, a big man with an impish sense of fun; Ernest Payne the polished officer and gentleman; Frank Cocksedge precise, scientific, and immaculate, George Hawes who addressed all and sundry, regardless of rank, as Boy John (except the Shed Master who, as a mark of respect

was on one memorable occasion addressed as 'My Dear'). Just a few of the names of the great men who saw the end of steam and the birth of the diesel era at Ipswich.

Today Ipswich men still blast a path across the length and breadth of East Anglia in machines that would stagger the old timers. Their glazed and heated cabs insulate them from the passengers even more than the open cab of a steam engine ever did. The modern B.R. driver carries on the traditions of skill, pride and trust established over long years by his predecessors. He also preserves the tradition of anonymity and in his privacy is well satisfied, for by and large he is a modest man.



*Ipswich Engine with Ipswich Men, 1918
From left - Frank Cocksedge, Oscar Blagden, Jack Crick, George Hammond, Sidney Jay and Mr Armstrong*

Times Remembered ...



We have several photos not used in 2024 Calendar.

This one taken of the late Barry Emms with his restored 1922 Model T Ford.

Local Meetings ...

Martyn Hunt

19th February 7.30pm	Ipswich Transport Society Chris Williamson 07850 661352	Greenfinch Hall Greenfinch Avenue, Ipswich	The Musings of a Railway Civil Engineer by Joe Palmer
21st February 7.30pm	See Ipswich Society website for details	Museum Street Methodist Church	Ipswich in the 21st Century by John Norman
28th February 7.30pm	Ipswich & District Historical Transport Society David Kerridge 01473 424904	Salvation Army Citadel 558 Woodbridge Road, Ipswich	The History of the Charles Burrell Museum by Teresa and Richard Stock
1st March 7.30pm	Martlesham Heath Aviation Society Howard King 01473 274300	Martlesham Community Centre Martlesham Heath	The Lockheed C130 Hercules by Bruce McPherson
6th March 7.30pm	Suffolk Family History Society Howard King 01473 274300	Salvation Army Citadel 558 Woodbridge Road, Ipswich	Ipswich Historical Churches by John Field
6th March 7.30pm	Ipswich Maritime Trust Cathy Shelbourne events@ipswichmaritime trust.org.uk	Waterfront Buildings, University of Suffolk, Ipswich	The Wreck of the Gloucester by Prof Claire Jowitt and Julian Barnwell
11th March 7.15pm	RCTS John Day 01473 404683/07545 065845	Greenfinch Hall Greenfinch Avenue, Ipswich	Swindon Works - Hawkesworth 'til Closure (part V) By Rev Canon Brian Arman
18th March 7.30pm	Ipswich Transport Society Chris Williamson 07850 661352	Greenfinch Hall Greenfinch Avenue, Ipswich	Peelings Coaches - A Century of Service by Jonathan Joplin (MD)
20th March 7.30pm	Ipswich & District Historical Transport Society David Kerridge 01473 424904	Salvation Army Citadel 558 Woodbridge Road, Ipswich	The History of RAF Bentwaters by Simon Gladas
February and March	Martlesham Heath Aviation Society 07707 711104	Martlesham Heath Control Tower / Museum	Control Tower - (GROUP visits by pre-booking ONLY)
Spring 2024	Ipswich Transport Museum	Cobham Road, Ipswich	Museum re-opens in the Spring of 2024
31st March - 1st April	Mid Suffolk Light Railway 01449 766899	Mid Suffolk Light Railway	Easter Steam Up with Easter Bunny Hunt

www.ipswichanddistricthistoricaltransportociety.co.uk
<https://www.facebook.com/Ipswichanddistricthistoricalsociety>

Last Few ...

IDHTS 60th Anniversary Limited Edition Mug (£7.50) or 2024 Calendar (£5.00)
£12.00 if both items are purchased.

**(Home delivery can be arranged if you can't attend meetings - please call
 Sylvia or David on 01473 424904 or email david.kerridge123@gmail.com)**