

Ipswich & District Historical Transport Society

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*Modern picture of the winning plane 'Grosvenor House' - now owned by the Shuttleworth Collection (see article on pages 18 and 19 by Graham Day)
(Photo: AirHistory.net)*

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Transport Matters

**No 274
November
2021**

Editorial ...

Phil Argent

Welcome to TM274!

I wish to thank all the contributors to this issue, especially the regulars which I am pleased to say is a growing group. This spirit will help IDHTS to survive and thrive.

With the easing of Covid restrictions I look forward to meeting many of you at our future meetings and, hopefully, we will be able to come together and enjoy our annual outing in 2022.

In the meantime I wish everyone a Happy Christmas and prosperous New Year.

Phil



Chairman's Chat ...

Sylvia Kerridge

Hello all

It was so good to see members face to face at our first meeting for over 18 months on the 27th October, which 50 people attended. We do hope as many of you can join us for our last meeting in 2021 on the 24th November at 7.30pm, for the Robert Owen Presentation of the 'Tallboy Vs Tirpitz'. Robert gave an excellent presentation a few years ago, so it should be a good evening!

I am also pleased to report, that now the 2021/22 Membership subscription deadline has passed, the Membership stands at 105 (this includes 19 Joint members and two new members that joined us this October). Many societies would envy this level of commitment from the membership, we thank you all for your continued support. However, over 25% of the membership have now stated that they are unlikely to attend meetings, particularly in the dark winter months. With this in mind we are not having face to face meetings in December or January. We still would like to hold a Zoom meeting on Wednesday 26th January using a distant presenter that normally would not be able to attend a meeting in Ipswich, due to distance they would have to travel. Anyone interested in this idea, I would ask you to please email David (David.kerridge123@gmail.com), if you would wish and be able to access the proposed event. He will then store your details and subsequently return an email with the details of the presentation along with clear, easy instructions on how to access Zoom, this is dependent on getting sufficient confirmed parties interested in taking part. For those new to this technology David can help you in getting you set up.

We will confirm the rest of the programme arrangements for 2022 to all members after the next committee meeting in early January. Provisionally we have booked the following dates with the Salvation Army for: 23rd February, 23rd March, 27th April Huntley Films Rail Event (for those that purchased tickets in 2020, these are still valid for this event) and the 25th May. We hope to include all remaining planned events in the next transport Matters, along with details published on Facebook, IDHTS website and other local media sources.

Now that most of us have been triple jabbed (some of us have been Quadrupled if you count the flu jab!) and COVID numbers locally appear now to be decreasing, we hope that we have a much better Christmas holiday than we did in 2020! On that note, on behalf of the whole committee we wish you Seasons Greetings and a very Happy New Year.

Kind regards

Sylvia

Chairman IDHTS

Pat and Sue Have Retired ...

David Kerridge

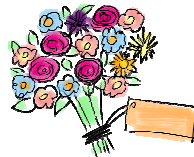


As we reported in the last edition of TM, Pat Caddick retired this Autumn as a valued Treasurer, with over seven years' service.

Sylvia Kerridge expressed the whole Committee's appreciation on the excellent service of Pat as Treasurer and Membership Secretary and presented her with flowers and an Owl painting produced by Anne Beaufoy as a retirement gift.

Mervin Russen provided a cartoon version of Pat.

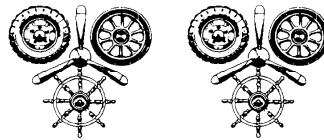
We all wish Pat (left) well in the future.



As we reported in the last edition of TM, Sue Gould retired this Autumn as a valued Publicity Officer, with several years' service in this role.

Sylvia Kerridge expressed the whole Committees appreciation on the excellent service of Sue as Publicity Officer and presented her with a Theatre Voucher and bottle of Prosecco as a retirement gift. Mervin Russen also provided a cartoon version of Sue.

We all wish Sue (right) well in the future.



Bolton Brickworks ...

David Chappell

John Shemmings mentions in his article 'Ipswich's Forgotten Railway' in Transport Matters No 273 that bricks and tiles were made at the brickworks just off Dales Road, which was served by a railway branching off the East Suffolk line near Westerfield station.

At some time in the past, I acquired at an exhibition a photograph labelled 'Bolton's Brickworks, Ipswich'. The photograph is appended herewith, but I have no details as to when the photo was taken, or by whom.



Meeting Report ...

Mervyn Russen



The History of the Poppy Line - The North Norfolk Railway

Dave Steward

27 October 2021

An audience of fifty members and visitors made our first joyous return home to the Salvation Army Hall after a year and eight months since our last full meeting all together. It was good to have a little bit of 'normal' again.

We all enjoyed an illustrated talk by Dave Steward on 'The History of the Poppy Line - The North Norfolk Railway.'

This is a railway which lies amid the stunning scenery of north Norfolk. The area was first described as Poppyland by the theatre critic and poet; Clement Scott when he visited the area in 1883.

The section between Holt, Weybourne and Sheringham, along with the section to Cromer was built by the Eastern and Midlands Railway and opened on 16th June, 1887. Unlike most other railways of the time, it was built to exploit the rapidly growing tourist market rather than to serve the local communities. Initially the line was intended to go from Holt to Blakeney to serve the harbour there, with a branch to Sheringham, but when the directors realized the potential revenue from tourists visiting Clement Scott's 'Poppyland' they abandoned the Blakeney scheme and built the line to Sheringham with a further extension to Cromer. Despite several further schemes to build a railway to Blakeney none of them came to fruition, leaving Blakeney as the charming undeveloped harbour it is today. In 1893 the Eastern and Midlands Railway became part of the Midland and Great Northern Joint Railway.

The locally famous father of the M&GN was William Marriott. He began his career with an apprenticeship to the Ipswich engineering firm, Ransomes & Rapier. In 1881, he received an invitation to take six weeks unpaid work constructing a railway in Norfolk for the contractors Wikinson & Jarvis. He eventually ran the line from 1887 to 1924 from the famous railway works at Melton Constable.

From its opening the line provided a successful service for holidaymakers and locals alike. With the coming of the Second World War the railway became of strategic importance, serving the military training camp and artillery range at Weybourne, carrying servicemen and supplies.

With changing holiday and transport patterns, revenue declined throughout the 1950s. This line survived the mass closure of the M&GN in 1959, it then succumbed to the infamous Dr Beeching, closing between Melton Constable and Sheringham in 1964. Sheringham Station was closed to the public in 1967 when British Rail built a platform on the east side of Station Road so that trains no longer had



Class 9F, number 92203, Black Prince and Class J15, number 65462 stand in a busy Sheringham Station (Photo by permission of Dave Steward)



Class B12, number 8572 at Holt in 2012 (Photo by permission Martyn Hunt)



Class J15, number 65462 at Sheringham in 2011 (Photo by permission Martyn Hunt)

to use the level crossing to reach the station. The station was then leased to the M&GN Society, to become part of the North Norfolk Railway.

After 1945 the profitability of the network declined steeply, worsened by the seasonality of the business. It was duplicated by other lines and the decision was taken to close it. Most of the network closed in 1959, although some limited sections continued in use. Only the short section near Sheringham is in commercial use today.

Midland and Great Northern Joint Railway Society is the supporting charity of (and major shareholder in) the North Norfolk Railway, which operates this 5¼ mile heritage railway from Sheringham to Holt. Founded in October 1959 after the extensive closure of the M&GN system, the Society works to preserve, display and operate a wide range of historical artefacts which include four steam locomotives and many unique carriages and wagons. The classic locomotives being GER Y14 class number 564 and LNER B12 class 8572.



*Your Meetings Reporter standing by GWR, City Class, number 3440 City of Truro when she visited the NNR in 2005
(Picture by permission of Merv Russen)*



Mr Steward is an avid 'Dad's Army' fan and told us of the famous group of actors visiting the line to film the episode: 'The Royal Train'.

There were some lovely shots of the line past the golf course at Sheringham with the North Sea in the distance. I loved the period advertising poster with its text: 'Twixt Sea and Pine'.

Mr Steward was thanked by our Chairman and given warm applause to end a very successful meeting - hopefully the first of many at the hall.

Dave Steward (Photo by permission of Dave Steward)

**Please send articles for the next Transport Matters
to Phil Argent (see page 23 for details) AND
Sharon at services@sharward.co.uk
by 15th January 2022**



**With best
wishes for a
safe and
peaceful
Christmas from
your
Committee**

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

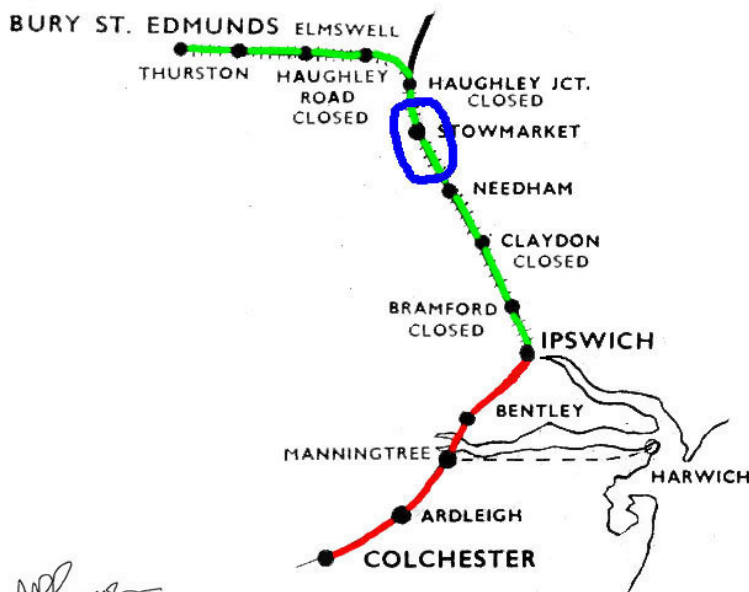
Mervyn Russen

Part Six - Stowmarket Station

Stowmarket area was the most difficult part of the rail route to engineer on the Ipswich to Bury St Edmunds line.

It caused some considerable problems to the civil engineer; Peter Bruff and the contractor Thomas Brassey. The route was beset with marshy ground near the River Gipping both to the north and south of the later station site.

Brassey and Bruff built an embankment across the southern area of marshland approximately a hundred yards in length. The soil in the embankment sank into the marsh taking with it both track and sleepers. They added more and more dry soil in order to reduce the overall moisture content of the site and re-establish the embankment. They found, as they did so, that the surrounding land was forced up to a height



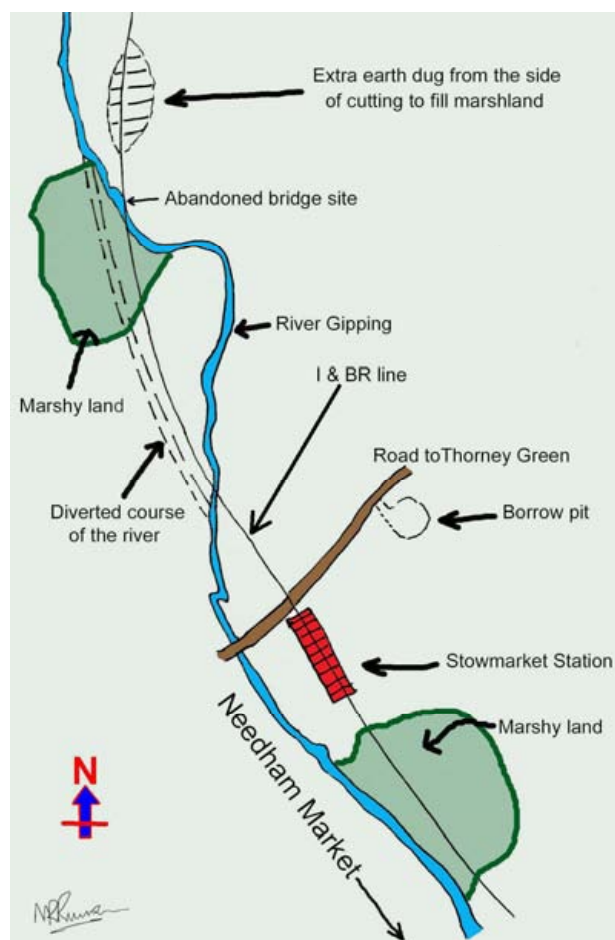
of seven feet above the landscape because of the plasticity of the wet soil. Eventually some 25,000 cubic yards of dry soil was absorbed creating a 'borrow' pit nearby. The site of the pit can be seen in the above map on the south side of the Thorney Green Road.

Brassey planned to build a bridge across the river in the northern area of boggy marshland (see map above). In the first stages of the build 45 feet long bridge piles sank without trace. He later discovered that the bog at this point was 80 feet deep!

This is twice the depth of Chat Moss bog in Salford which had almost prevented George Stephenson acquiring an Act of Parliament in order to build the Liverpool to Manchester Railway. Admittedly Stowmarket bog is small in area compared with the Manchester bog. Brassey, typical of engineers of that period, was not to be defeated, he decided to abandon the bridge idea - he rerouted the river instead. (This is indicated by the dotted lines on the map left.)

The track still had to cross the bog and to prevent subsidence; Brassey and Bruff supported the track on a faggot and brushwood raft. It is still there under the track to this day and it is said that enginemen can still feel the bounciness in the track, on this section of line, because of the presence of that raft.

More dry soil was needed to help dry the northern bog and this was supplied from a cutting shown at the very north end of the map and is also seen in the photo on the next page as it was in the nineteen seventies.



Work building the station itself began in October 1846. I mentioned the contractor, Daniel Revett, in the building of Needham Market Station - he was the preferred contractor at Stowmarket; his home town. Unfortunately, the work was delayed for a year because of the death of Mr Revett. A new contractor was sought and the building was not completed until July 1849. The design was again the work of Frederick Barnes with its ornate Dutch gables. It is, in fact, the only one of the original stations retaining these features. Needham and Bury St Edmunds have both had their gables simplified in the last hundred or so years.



Picture taken from the Hugh Moffat collection



*A postcard from c.1900 showing station staff arrayed in front of Stowmarket Station
(Picture courtesy of Suffolk County Archive)*

The *Norwich Mercury* described the station when new as follows: "This station is one of a series upon the expensive erection of which considerable blame has been cast by the shareholders on the Directors, and it is wanting in good taste as well as economy." Local authorities did not agree and had advanced £1,000 towards the cost of an approach road and a low-interest loan of £3,000 towards the cost of the building. The Ipswich and Bury Railway accepted this money with alacrity.

Once again this is a highly regarded design of building and is Grade 2 listed.



Two modern views show the station pictured from each end



*Gresley's streamlined B17/5 Class 'City of London' enters Stowmarket Station with a down express in 1940, with valences still present partially covering the wheels of the locomotive.
(Picture by Walter Dendy, deceased, CC BY-SA 2.0)*



Note: Imperial units of measure used throughout without apology.

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

**All photos in this article (except where otherwise stated)
by Mervyn Russen**

SB Lady of the Lea - Faversham ...

Martyn Hunt

I don't recollect ever visiting the North Kent town of Faversham, let alone Standard Quay which is part of Faversham Creek / Reach, however, returning from a week's break in Kent this turned out to be a very fascinating location.

Sailing barges were common place trading boats in the old Ipswich Docks but this vessel was built for a specific purpose - its history revealed as follows:

Lady of the Lea was built by Hyam & Oliver's in 1931 at Rotherhithe for the Royal Navy. An all wooden barge with sails, capable of being pulled by a horse and engineless to reduce the risk of explosion, constructed for the transportation of explosives between the Waltham Abbey Gunpowder Mills and Woolwich Arsenal, the barge was crewed by a skipper and three men. In 1943 with the cessation of Cordite manufacture at Waltham Abbey Lady of the Lea was fitted with a petrol engine, subsequently in 1946 the barge was sold out of service and entered private ownership and converted to living accommodation.

After several private owners it was purchased by its present owner and between 1980-1990 was 'converted back' to a sailing barge. Currently used for charters and in competing barge matches 'the Lady' resides at Standard Quay Faversham.

The barge featured in 2009 on TV with Griff Rhys Jones featuring the history of powder barges on the River Lea.

Acknowledgement to various websites for the history of this barge.

(Lady of the Lea at Standard Quay, Faversham on 25 September 2021 - Photo: Martyn Hunt)



The 'Ken Leighton Designed IDHTS Tie' ...

David Kerridge



We were recently contacted by Gillian who was the daughter of Ken Leighton, a founding member of IDHTS. Gillian recalled that her father produced the first incarnations of Transport Matters, but back in the 1960s, it was called a bulletin then. Gillian remembered her mother typing each page out onto special stencil paper and then the stencil was wrapped around the inking drum of a huge old Gestetner Printer. Then her father had to crank the printer to churn out the pages. She recalled what a messy job this was, how times have changed! Ken also designed the definitive IDHTS logo, she has the original hand drawn designs. From Ken's design, it was later used not only as our Masthead for TM and headed paper but was used in the specially produced 'IDHTS Tie'. Martyn Hunt believes the tie was produced in the late 70s or early eighties. Ken sadly passed away in 2018, recently Gillian came across a brand new IDHTS Tie, still in prime condition. She has kindly donated the tie to IDHTS, she hopes that someone will cherish the tie. Gillian also suggested that we could auction it to members. So, watch out for the auction in 2022! Thanks to Gillian and the Leighton family from Sylvia and David.

Up the Creek at St Osyth ...

Martyn Hunt

I had driven past this location on many occasions whilst en-route to Point Clear but it wasn't until the 1st September 2021 that it was time for me to investigate the site in greater depth.

With resident parking prominent in the area a small car park exists at the entrance to the boatyard and creek otherwise I'm afraid its park where you can find a space or alternatively catch a service 6 Clacton-Point Clear bus run by Hedingham Omnibuses.

St Osyth Creek is located on Mill Street. It is tidal and has been the site for trading, shipbuilding, and latterly leisure boat activity, for many centuries, the thriving family-run St Osyth Boatyard was busy on my visit including the updating and restoration of a VERY long ex-canal boat.

The tide was low on the day and the mud no doubt very deep if you dared to venture onto (or into) it.

In this article I will concentrate on four boats some of which many of you will be familiar with.

Brightlingsea - This former passenger ferry was built for the London North Eastern Railway (LNER) (later Great Eastern Railway) and entered service in the 1920s plying its trade between Felixstowe Dock, Harwich-Halfpenny Pier and Shotley Pier, other ferries used on these services were the Hainault and Epping.

When sold out of service into private ownership many rescue attempts took place including September 2010 when seen at Robertson's Quay Woodbridge.

Brightlingsea is now in the creek and converted to living accommodation - probably its final conversion and resting place. An interesting noticeboard in both the Woodbridge and St Osyth pictures advertises trips on the vessel.



With Shotley in the background Brightlingsea is seen in July 1982



Brightlingsea at Robertson's Wharf, Woodbridge in May 2010



Above and left: Brightlingsea at St Osyth on 1 September 2021

Sailing Barge Edme - Edme was built in in 1898 by Canns of Harwich and named after the malting company of the same name based at Mistley (EDME are still trading at that location). Since 1989 and in private hands the engineless Edme is available for charter, she also takes part in many of the 'local' river barge races.



Above: Sailing Barge Edme at St Osyth on 1 September 2021

Sailing Barge May - An 1891 Cann build this one for Cranfield Bros, Ipswich and frequently seen in her trading years in the dock basin loading grain (remember all that dust). Another memory were the sacks coming down the shutes being loaded onto the two stroke Commer lorries many of the vehicles having been supplied by the Felixstowe Road Ipswich based dealership of Prentice, Aircraft and Cars.

May was sold in 1964 to Silvertown Services (Tate & Lyle to you and me) and still occasionally traded, and then entering the charter scene.

The May spent some time at Pin Mill before being towed to St Osyth where an interesting project awaits in 2021 and the coming years.

The project named Bread and Roses was set up by three ladies to enable women to regain confidence, trust and friendship in others after personal traumas.



Above and right: Sailing Barge May at St Osyth on 1 September 2021

The last vessel (*see pictures below*) seems to have an identity crisis depending what newspaper, website or social media site you read - so here's my take on it.

It's pretty safe to identify this boat as one of allegedly some 650 B class boats built by Fairmile for the Royal Navy's WW2 service. Her identity appears to be either ML 357 (motor launch 357) or RML 357 (rescue motor launch 357) and reputed to be only one of four still in existence. The boat is under conversion to living accommodation.



Any further information would be welcomed.

PLEASE write to our Editor and Sharon at our printers Sharward Services Ltd.

So ended my visit to this interesting site - hope you are able to add to my findings.

Noticeboard advertising river trips on the Brightlingsea

**All photographs in this article by
Martyn Hunt**

How Times have Changed and Value for Money ...

Graham Day

During a horrendous time clearing out the loft, a postcard, of Alton in Hampshire, written to my late in-laws, fluttered into view. A brief respite from toil was called for!

During the 1980s I worked at Banbury in Oxfordshire. The job did not turn out as expected, and in the summer of 1986 we knew we were likely to be on the way back to Suffolk.

We thus spent the majority of that summer travelling around to as many places as we could!

On the back of the card was written "Drove down to Alresford in Hampshire having stopped on a village green by a duck pond to eat our packed lunch. Had a drink outside a welcoming pub (most important!!), then drove to Alresford where we got a free 'Mellow Birds' (coffee!) ticket and one Adult £3.50 ticket for steam railway".

I had remembered that it was my first trip on the Watercress Line, but had forgotten that, thanks to Birds promotion, we had done it very CHEAPly!!

Nowadays, the adult return fare is £16 each!! How times change.

The Romance of Steam Returns ...

Graham Day

The Colchester to Bury St Edmunds railway line, an enterprise involving the former Eastern Counties Railway, and also ultimately the Eastern Union Railway, is now 175 years old. The link between Ipswich and Bury St Edmunds was instrumental in economic development of towns and villages all along the route. The development also led to architecturally fine stations at Ipswich, Stowmarket and Bury St Edmunds; the Ipswich one was built in an Italianate style, whilst Stowmarket was in Jacobean style and painted by the Suffolk Water Colour artist Leonard Squirrell.

As part of the celebrations, the 'Mayflower' locomotive was heading up excursion trains on the 14th and 15th August.

Having of necessity to be in Ipswich on the 14th August I found a window of opportunity to view the special train on its first run of the day.

Finding a place in Bourne Park, in my home area 'Over Stoke' I waited. The location, by the Belstead curve, was at the point where all trains start to slow down from descending the Bobbits Hole incline before sweeping past the riverside location of the former Ipswich motive power workshops and through Stoke tunnel into Ipswich Station. A prime place, previously used for viewing 'Tornado' some years ago.

There was not very long to wait as there was a plume of smoke and the 'Mayflower' came into view, the sunlight gleaming on polished brass and shining green paintwork. 61306 Mayflower, was built at the North British Locomotive Works on the 5th April 1948, and eventually retired from service early in 1967. The Thompson Class locomotives, designed by Edward Thompson, were used for mixed-traffic work, and Mayflower is now only one of the two remaining. It was possible to hear the locomotive braking as it came to a halt, in a perfect position for photography! Eventually, the signals changed and the train moved off, with waves being exchanged between the passengers and onlookers.

My thanks are also due to the former British Rail employee who said that he would advise me from the App on his smartphone if the train was delayed. We exchanged reminiscences afterwards, also about the EUR 150 celebrations which had happened in 1996, and featured a Britannia class locomotive. On that occasion I travelled from Ipswich to Bury St Edmunds on one of the special trains.

Memories are made of this. The pandemic has meant the events like this, which highlight the area, have been suspended, but I for one am grateful they are back. Celebrations indeed!



Above: Mayflower at Manningtree running Colchester-Bury St Edmunds



Above right: Mayflower at Manningtree running Bury St Edmunds-Colchester

Below right: Mayflower at Ipswich running Colchester-Bury St Edmunds

(All photos taken on 14th August 2021 by Fred Lawrance of Colchester)



On the Water at Faversham ...

Martyn Hunt

Toro / William Ryan - Faversham

Designed by Faversham based James Pollock the tug Toro was built in 1908 at Blackwall by the Union Lighterage Co Ltd and used by many owners on the River Thames for towage purposes.

1956 saw an engine change and a name change to William Ryan the tug continued duties until 2000 when she was retired into private ownership. In 2010 the engine was removed and the tug towed to Standard Quay, Faversham. Ongoing work continues for conversion into living accommodation as seen at the Quay on 25th September 2021.

Acknowledgement to various websites for the Tugs history.

Repertor (bottom right) was one of seven steel sailing barges built in 1924 by the Mistley Shipping Co for Horlocks of Mistley. In the 1930s the barge was motorised and continued to trade until sold in the mid-1970s, engines were removed and a conversion into a house boat took place. In service she was frequently seen at Ipswich Docks.

Under another new ownership later in the 1970s Repertor was converted back to a sailing barge and fitted with an auxiliary engine.

Repertor's base is Faversham Reach from where charters are available, the vessel also takes part in various barge matches.

Seen at Faversham Reach on 25th September 2021.

Greta - Although not seen on the 25th September 2021 she was seen earlier in the week on charter from Whitstable Harbour - her history detailed on posters (see below) at Standard Quay, Faversham.



Greta

1892

The 'GRETA' Thames Sailing Barge was built in 1892 at Brightlingsea, Essex by Stones.

Length 80ft, beam 20ft, draft 3ft, displacement 49 tons.

'GRETA' was built for a barge sailmaker called Hibbs. He sold her to Owen Perry who owned a fine fleet of working boats noted for their smart turnout and racing success.

GRETA's usual cargo consisted of beer, grain, malt and building products. She did however carry some more unusual things for example the spars for the German Kaisers racing schooner.

In 1918 'GRETA' was sold by Perry to The London Rochester Barge Company - which became Crescent Shipping.

Early in World War II 'GRETA' was chartered by the Ministry of Supply. Her cargo was ammunition from the Army depot at Upnor near Rochester to Naval vessels anchored at the Nore in the Thames Estuary.

GRETA took place in the evacuation of Dunkirk in 1940 and she is currently the oldest active Dunkirk Little Ship.

GRETA has been privately owned by Steve Norris since 1986.

In the Winter she is berthed at Standard Quay Faversham, and spends the sailing season (April - October) chartering from South Quay at Whitstable harbour.

'GRETA' is maintained by Steve and his enthusiastic voluntary crew. Sailed throughout each season 'GRETA' regularly takes part in some of the sailing matches with other Thames Sailing Barges.

For more information visit:
www.greta1892.co.uk

To charter Greta contact Steve Norris
(Skipper / owner): 07711 657919

STANDARD QUAY

**All
photos
in this
article
by
Martyn
Hunt**

My 1950s Photo Album ...

Dave Chappell

In the 1950s, our family was far from rich. By 1951, when I was 13, all I could afford was a very basic camera of fixed focus, shutter speed and aperture. Also the cost of film and developing was often too much for my meagre pocket money, so I only managed to take a few photographs of my favourite subject - railways! This small collection of photographs, of somewhat variable quality, taken in 1951, 1952 and 1954 was placed in a cheap album. This album came to light recently in a lockdown clear-out session. A few of the pictures are included herewith.

1. Britannia Class locomotive 70004 'William Shakespeare' on display at the 'Festival of Britain', London, 1951. This exhibition ran from May to September 1951. The engine entered traffic on 30th March 1951 but soon after it was given an extra special finish treatment in readiness for the Exhibition.
2. The author posed in front of the 6ft 2in wheels of the same locomotive at the Festival Exhibition, London in May 1951.
3. Thompson L1 Class 2-6-4 Tank locomotive 67734 at Ipswich, viewed from Gippeswyck Park. 1951. The engine was shedded at Stratford (30A) at the time.
4. Two for the price of one at Ipswich on a murky 16th January 1954. Parkeston engine of Class J39 0-6-0 pauses in Platform 3 with Class B12/3 4-6-0 engine 61542 just arrived in Platform 2. At this time, 61542 was shedded at Yarmouth South Town, (32D).
5. Class J15 0-6-0 No 65438 with tender cab at Ipswich, viewed from Gippeswyck Park, 1951. This engine was shedded at Cambridge (31A) and had obviously arrived with a local goods train.

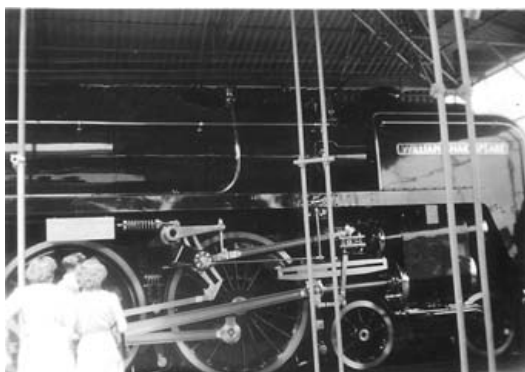


Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

6. A very clean Britannia Class locomotive 70013 'Oliver Cromwell' standing on the centre road near the tunnel at Ipswich Station, 1951. The engine entered traffic on 30th May 1951, initially shedded at Norwich (32A). It was actually shedded at Ipswich (32B) from 14th September 1958 until January 1959, when it returned to Norwich. Although these engines were used on Liverpool Street expresses, the single white disc at chimney level denoted a branch train.
7. The author and camera in Gippeswyck Park, 1951. I cannot remember the make of camera!
8. Britannia Class locomotive 70009 'Alfred The Great' steaming through Claydon station on a very dull day, 11th January 1954, heading for Norwich.

9. A view from London Road bridge of Ipswich Top Yard sidings, showing plenty of goods traffic. Note that the Co-op Milk Depot is still served by the railway.
10. Main signal gantry on the approach to Ipswich station, viewed from the seat of my bicycle, Gippeswyck Park, April 1952.



Photo 6



Photo 7



Photo 8



Photo 9

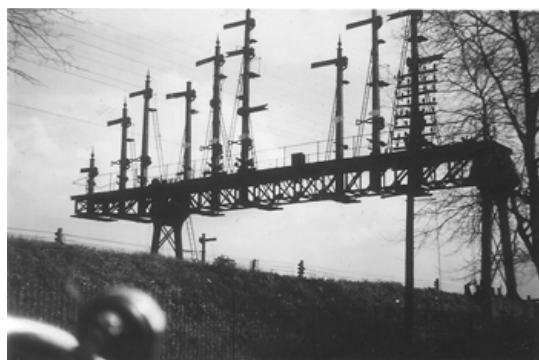
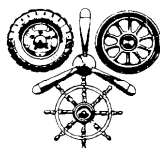


Photo 10

As explained above, the camera I used was very basic and at first I did not think the pictures were good enough, but Martyn Hunt urged me to offer them for publication in 'Transport Matters'. Apologies for the variable quality!



Letter to the Editor ...

Graham Day



What a pleasure it was to receive Transport Matters. I enjoyed Martyn Hunt's articles on EUR 175, and also Cromer's Railway Stations. I was unaware of both Cromer High and Cromer Links, and will look at things differently when I next visit Morrisons in Cromer!

John Shemming's article about the light railway which served the former brickyards in the Dales area of Ipswich, and made me wonder whether any similar other small scale railways had also existed?

Thanks also to Mervyn Russen for his articles on Stoke Hill Tunnel and Needham Market Station. I am glad Peter Bruff was such an accomplished engineer as my childhood home was not far from the tunnel, and I knew nothing about the springs!!!!

As an addition to the Needham Market story, in 1972 I accepted a new job at the offices of the then Gipping Rural District Council at Hurstlea, in the High Street. The Clerk, William Bennett, explained to me that one of the positive things the Council had done was to campaign for the 'closed' Needham Market station to be re-opened to passengers. Earlier this year, I was working on a social research survey in the Anglesea Road area in Ipswich; one of the addresses for the sample point was No 61 Anglesea Road. It would have lightened my steps on a tiring day had I realised that I was near the house of such a renowned architect!

Sending Them Packing ...

Graham Day

In my article in the May 2021 edition of Transport Matters, I wrote about my chance discovery of street names in Parkeston, Essex which related to the GER Railway and its steamship services.

Life therefore is always a voyage of discovery. On a visit to the cinema in Woodbridge, I also found time to visit a bookshop which had old books. Money soon burnt a hole in my pocket and I bought a book (A Slice of Suffolk) by Bob Roberts, former Master of the barge Cambria, and resident of Pin Mill.

In it he explains how music was important in a community of bargemen and fishermen, and they had several favourite songs, one of which was titled 'Princess Royal'. Ever before Harwich and Parkeston became a railway steamer port, it was one of the UK ports which was responsible for running The Packet Service.

From Tudor times until 1823, Packet Boats were used to carry mail to and from Embassies, colonies and outposts of the Empire. In addition, they would carry passengers, private goods and gold bullion. Given that at that time Britain was almost constantly at war, they became a ready target for enemy ships and privateers/pirates.

The Princess Royal spent much of her working life running the mail between Harwich and Flushing in the Netherlands. However, on the 21st June 1798, whilst carrying mail to New York, the Princess Royal was engaged by a French Privateer brig. Armed with 65 cannon, and with 49 passengers on board who had small arms, the Princess Royal eventually out-ran her attacker and escaped to live to tell the tale. However, this was at the cost of two crew deaths from the complement of 85, and several injuries.

The words of the song are:

*"They chased us to windward
All night and all day
They chased us to Leeward
But made no headway
They fired shots after us
But none could prevail.
And the bold Princess Royal
Soon showed 'em her tail".*

From the early 1830s steam ships started to replace sailing vessels on the Packet Mail as they could offer a more reliable service. My thanks are due to Bob Roberts for his inspiration; perhaps one day I may hear the song being sung!

However, the crew and passengers of the Princess Royal obviously sent her attackers packing!!

QueenLine Steamers ...

Martyn Hunt

At the IDHTS 30th October 2019 meeting Mark and Pam Bathurst gave an illustrated talk about the history of the Paddle Steamer Medway Queen, their presentation was duly written up by Mervyn Russen in Transport Matters November 2019.

This poster was seen on Herne Bay Pier on 20th September 2021 advertising the Medway Queen excursions which occasionally visited Clacton-on-Sea.

Did anyone reading this article travel (and/or) photograph the Medway Queen on a trip to/from Clacton - if you did PLEASE send your article to the Society's Editor and a copy to Sharon our printer at Sharward Services Ltd.



Ipswich Brickworks Railway ...

Robert Malster

Something of the story of the private railway serving two brickworks in the northern part of Ipswich was published in Transport Matters some years ago. We would know rather more about that little-known line had it not been for the dog-in-a-manger attitude of a brickworks manager in dealing with an enquiry by Bob Pratt, a founder of the IDHTS and a well-known steam enthusiast of an earlier generation.

Bob had written to the firm asking for details of the standard-gauge engine used on the line, and these were written down in pencil by a clerk but were then laboriously rubbed out by the manager, who wrote across the paper 'We do not have time to supply this information' before sending it to Bob, who had of course sent the obligatory sae.

We do not know when the line was laid down. I have a carefully written notice 'To Railway Contractors and others' inviting offers 'for making a railway siding from Westerfield Station into Messrs F Rosher & Co's Brick, Tile & Pottery Works, Henley Road, Ipswich, Distance about three quarters of a mile' but it is not dated.

The Dales brickyard and its neighbour in Henley Grove are both to be seen on the first edition of the Ordnance Survey 25-inch map of 1884, but there is no railway into either of them. The standard-gauge line is, however, clearly visible on the second edition map of 1904, suggesting that the line was probably laid down in the 1890s.

The single line curves away from the East Suffolk in a south-westerly direction to a junction from which a branch siding runs into the Grove brickworks close to Grove Farm. This siding ended by the kiln, splitting into two tracks at its termination. The 'main line' continues south from the junction, running past Grove Farm, with another siding some 30 chains long curving off towards the farm. Near the point where this siding turns off is a small building standing over the line; possibly this was an engine shed in which the firm kept its own little shunting engine.

The 'main line' turns west to pass under Henley Road and continues in a cutting to a second bridge under Dale Hall Lane, beyond which there is an abrupt drop in land level; there is no cutting west of the second bridge. The line then runs into the brick and tile works to reach the kilns, of which at least four are shown on the map. There are two sidings off to the south, the second of which almost reaches a fifth kiln. The 1904 map shows that both the Dales brickworks and another at Broom Hill a short distance to the south had been considerably extended since the surveying of the first edition, but the Broom Hill works was never served by the railway.

As well as taking away the products of the two yards the line brought in coal for the firing of the bricks. The works at Henley Grove closed down some time before 1920, and by the time of the 1927 revision of the Ordnance Survey map the kiln had disappeared, but the Dales brickworks continued in production until 1959, when a last batch of 40,000 hand-made bricks was fired in the big Hoffman kiln that had replaced the smaller kilns shown on the 1884 map.

It is said that the Upper Dales part of the works was requisitioned by the War Office during the First World War, ammunition being brought in by rail and stored in the kilns. Traffic must have been heavy, and by the end of the war the rails were worn out and the railway was abandoned. Bolton & Loughlin, who had taken the brickworks over in 1901, bought a Garrett steam tractor to haul loads of bricks to the railway yard.

In 1978 the track bed of the brickworks siding was clearly visible in ploughland to the north of Henley Grove, but housing development has now obliterated all traces; the site of the Dales brickworks is now a nature reserve at the back of the houses in Dales Road. Just one thing survives: close to the entrance to a sports centre in Henley Road is a length of red-brick wall, the eastern parapet of the bridge that carried the road over the brickworks siding.

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.

Taking the Biscuit! ...

Graham Day

During my journeys around East Anglia and beyond, in my capacity as a social research interviewer, I have often discovered places and events which I did not know either had existed or had happened. Working as I have in all kinds of locations it has been a voyage of unexpected and often interesting discoveries.

In the autumn of 2018, with my survey documents, address list and tablet, I went to my sample point in Mildenhall, which as a town has always had for many years an aviation association, particularly as regards RAF Mildenhall, home to the American Forces European transport hub. The RAF had in the late 1920s identified a need for a heavy bomber base at Mildenhall - the first buildings were erected in 1931, with the base being opened on the 16th October 1934. My sample addresses were on a newish estate, and then I noticed the road names, which included:

Jim Mollison Court
Fairey Fox Drive
Boeing Way
Melbourne Drive

Amy Johnson Court
Grosvenor House Court
Comet Way
MacPherson Robertson Way

Courier Close
Miles Hawk Way
De Havilland Court

After some quizzing of helpful interview respondents, I eventually discovered an information panel which indicated that the roads were named to commemorate an air-race to Australia which had started from Mildenhall. In the mid-1930s aviation technology was moving apace, driven in part by the impending likelihood of war, new aeroplanes were being developed, and endurance feats and races were the order of the day. One of the most famous events was the Schneider trophy races for seaplanes - winning seaplanes in the years 1926-1931, the S5,S6,S6B were models developed by Supermarine which were ultimately pivotal in the eventual success of the Spitfire in World War two. Aviators with their courage and daring were the Formula One drivers of their day!



*Three DH88 Comets at Mildenhall
(Photo: AirHistory.net)*

The London to Melbourne air Race, better known as the MacRobertson Trophy Air Race took place on the 20th October 1934, as part of the Melbourne Centenary Celebrations. The prize money of £15,000 was put up by Sir Macpherson Robertson an Australian confectionary/biscuit entrepreneur and manufacturer, on the condition that it was named after his company!!



*DC1 Uiver - the plane that came second
(Photo: AirHistory.net)*

Who was MacPherson Robertson? Born in Victoria, he was one of the children of a Scottish Carpenter born in Uruguay and an Irish mother. Eventually his mother moved to Leith in Scotland and Macpherson became an apprentice with a confectionary company. Moving back to Australia he set up a confectionery business working from home. His company created many products, including Freddo the Frog! By 1900 it had become the largest confectionary business in Australia. Robertsons was eventually acquired by Cadburys, which ultimately itself was bought by Kraft Foods.

Sponsorship was used by MacPherson as a marketing tool. In 1925 he established the MacRobertson International Croquet shield, in 1928 he sponsored a truck expedition on a circuit of Australia. The next year he financed a combined

British, Australian and New Zealand Antarctic Expedition - his philanthropy led to a knighthood in 1932. In 1933 he contributed to school and other public works projects as part of the Melbourne centenary celebrations. The Air race was really the icing on the cake!!

The Air Race itself ran from RAF Mildenhall to Flemington Racecourse Melbourne, a distance of around 11,300 miles. Compulsory stops were Baghdad, Allahabad, Singapore, Darwin and Charleville, but competitors were free to choose their own route. 22 optional stops were available for fuel and oil. There were no limits as to the power or size of aircraft, and no limit to the number of crew personnel. However, no other pilots could join an aircraft after the planes had left Mildenhall.

The field of potential racers was reduced from 60 to 20, and the aircraft included three racing Comets, two Fairey Foxes, a Douglas DC2, and a Boeing 247D, sponsored by Warner Brothers! A real mix of racing aeroplanes, commercial aeroplanes, and a varied field of light aircraft and bombers!

There were nine British pilots, three American, five Australian and New Zealand, two from the Netherlands, and one from Denmark.

Of the 20 planes, seven either withdrew or crashed/destroyed. The retirees included the husband and wife team of Amy Johnson and Jim Mollison, the early race leaders, but who retired when the engines of their Comet had burned out as they had been unable to refuel with aviation fuel.

The race was won by a Comet 'Grosvenor House', flown by Scott and Campbell Black, who won in a time of less three days. The second and third places were taken by the two all-metal airliners, the Douglas DC2 and the Boeing 247D. Interestingly, the DC2 was owned by the Dutch Airline KLM and was flying on a regular route complete with passengers. I wonder how they felt; probably a bit like being on an express train hauled by The Mallard!!

What a unique way this was to open a new air base - the Air Race announcing to the world and to the 60,000 people watching, that RAF Mildenhall had arrived!

By chance my work had taken me to a location steeped in history and with a unique story to tell. It is commendable that the local Council commemorated a major event in Mildenhall's history in a permanent way which ignited my interest. The audacious MacPherson Robertson no doubt benefitted by more than a crumb of comfort!

When I researched the story I uncovered a real box of delights!!



Day 2 - the Comet of Jim and Amy Mollison - end of the race for their Comet 'Black Magic'
(Photo: AirHistory.net)



*Left:
World's Greatest Air
Race Poster*

*Right:
The Trophy*

*(Both images from
Wikipedia)*



Thomas Brassey - the Great Nineteenth Century Railway Builder ...

Mervyn Russen

Thomas Brassey was born to an agricultural family in Buerton, near Chester in 1805. He was tutored at home until the age of twelve, after which he went as a boarder to Mr Harling's school at Chester. At sixteen he was articled to a land surveyor named Lawton in Chester. The young man is said to have surveyed the Holyhead Road for its designer; Thomas Telford, at this time; not a bad name to have on one's CV. He was so successful at his job that having completed this apprenticeship he was made a partner.

At 21 he took over the management of a quarry at Stourton. Dame Fortune took a hand at this stage of his career, because George Stephenson came to his quarry in search of stone for the Sankey Viaduct on his Liverpool to Manchester line. George prided himself on being a great judge of men and he immediately took to the young Brassey. He told him that a man of his ability was wasting his talents managing a quarry. The building of the new railway system was crying out for people like him.

Brassey took his advice and started to work as a railway contractor. The first job that came his way was to build the Penkridge Viaduct between Wolverhampton and Stafford on the Grand Junction Railway in 1834. It was during this work that he sealed his great relationship with that iconic railway engineer; Joseph Locke. The bridge, by the way, is still standing to this day.



*Thomas Brassey
(Portrait in the public domain)*



*The Penkridge Viaduct pictured in 2016
(This file is licensed under the Creative Commons Attribution –
Share Alike 4.0 International licence and is unchanged)*

It was during the construction of this structure that he began to apply his undoubted skills as an organiser of labour and applied himself faultlessly to his work. In the following contracts that he won, he learned to be a great judge of men and chose his assistants and sub-contractors well. He had the knack of being a great communicator with men at every level including the navvies. His greatest attribute, however, was his integrity - he could be trusted, and because of this his reputation grew exponentially. It led to him winning contracts across the world and many of his navvies followed him abroad.

His capacity for work was prodigious. His brother-in-law and frequent collaborator; Henry Harrison, wrote this of him:

I have known him come direct from France to Rugby - crossing the Channel overnight from Le Havre - and engage in the office in London the whole day. He would then come down to Rugby by the mail train, arriving at midnight, and it was his practice to be in the railway works by six of the clock the next morning. He would frequently walk from Rugby to Nuneaton, a distance of sixteen miles. Arriving at Nuneaton in the afternoon, he would proceed the same night to Tamworth; and the next morning he would be out on the road so soon that he had the reputation among his staff of being the first man at the works. Thence to Stafford, walking the greater part of the distance, and that same day to inspect the works on the Lancaster-Carlisle line he was building. He would be walking, not riding, to be on the same level with the men at work. Men, in this instance, living in turf huts, 30 to each, for whom at Shap he built a church and a school.

The building of the Barentin Viaduct on the Rouen-Le Havre line in 1845 indicates the measure of his integrity. The bridge is a formidable structure: 100 feet high and comprising 27 arches, built on a curve.

By January 1846 the viaduct was almost finished but on the 10th of that month; part of the structure collapsed. No one was hurt but it was a great blow to Brassey. He had been contractually obliged to use a local mortar which had turned out to be of inferior quality. He decided to rebuild the bridge immediately using imported mortar and at his own expense. It cost him £40,000 of his own money (It would have cost £4 million today). In his report to the company, he stated: "I have contracted to make and maintain the road, and nothing shall prevent Thomas Brassey from being as good as his word".



Barentin Viaduct

(This file is licensed under the Creative Commons Attribution – Share Alike 3.0 Unported licence and is unchanged)

In late 1845 Joseph Locke was in France but he wrote to John Chevallier Cobbold and Peter Bruff (chairman and engineer respectively on the Eastern Union Railway). In his letter he suggested his friend Thomas Brassey was ideally suited to be the leading contractor in building the line from Colchester to Ipswich. Apparently Brassey had offered to do so at the approved costs. He was also employed on the Ipswich and Bury Railway

It was Brassey's custom, as it was with all railway builders at the time; to sub-let the work extensively. Some of these larger sub-contractors sub-let their portions of the work again. The larger sub-contracts would comprise the construction of several miles of line for a lump sum. The latter was laid down by Brassey on a 'take it or leave it' basis. His great skill was in estimating this cost very accurately and allowing a reasonable profit for those doing the work. He would invariably agree to further payments to contractors if unforeseen difficulties emerged during construction. This was so, for example, when problems arose crossing the wet marshland at Stowmarket on the Ipswich to Bury line.

Much of the bulk excavation of earth would be let out to gangs of about a dozen men, this was the 'butty gang': said to be derived from the word 'buddy'. Brassey, when dealing with navvies directly, was a great believer in this system. He would agree a price with their elected ganger for so much a waggon load. The system had the advantage of being self-regulating, in that anyone in the gang slacking would be sacked by the ganger because the former was costing his mates money.



*Bust of Brassey
(Picture in the public domain)*

In the early 1850s Brassey worked on railway contracts in Italy, France, Norway and Austria taking his English agents, engineers and gangers with him. In 1852 he undertook to build the Grand Trunk Railway of Canada, 539 miles from Quebec to Lake Huron. There was no local labour to speak of and therefore he shipped out 3,000 navvies from England.

His business acumen allowed him to survive the slumps following the 'Railway Mania' period and some unprofitable adventures abroad. Some contractors such as Samuel Morton Peto were not so lucky.

If this paragon had one problem area it was that he kept much of his contract information in his head. An issue which made it quite difficult for those who came later to the business after his death.

In 1870 Brassey was diagnosed with stomach cancer but despite this illness he continued to work as long as he could. Many of his old navvies camped out in the grounds of his house at the end, hoping to shake hands with their old boss for the last time. He died on 8th December 1870 at the age of 65. There is a marble bust of him in a dedicated niche in Chester Cathedral.

Sources:

The Railway Navvies by Terry Coleman - Published by Pelican Books (1968)
East Anglia's First Railways by Hugh Moffat - Published by Terence Dalton (1987)
Thomas Brassey by Tom Stacey - Published by Stacey International (2005)
The Railway Engineers by O S Nock - Published by B T Batsford Ltd (1955)

Saved from the Flames and the Cutters Torch ...

Martyn Hunt

The annual IDHTS excursion on 12th June 2010 was to Manston, Kent, and the various aspects of the former airfield and associated buildings. Since then many changes have taken place, the complex is now overseen and managed by RiverOak Strategic Partners (RSP).

I re-visited the site on 22nd September 2021 whilst on holiday in the area, my findings as follows:

The private Fire Service Museum has been disbanded, the Defence, Fire Training Centre and associated workshops (these workshops were airside) closed in November 2020 and subsequently moved to Moreton-in-Marsh, Gloucestershire, aircraft and other vehicles on the fire training ground have been scrapped. The Spitfire/Hurricane and RAF Manston History Museums have had tasteful re-vamps at considerable expense - according to verbal reports personally received RSP have been very helpful in all these projects. As is inevitable these days a certain amount of new housing has been built in the area.

Buccaneer XV864 and Nimrod XV229 were both meant to meet their fates at the Fire Training School, however, due to a helpful scrapman and intervention in late 2020 by new owner / benefactor Richard Murray, along with volunteers from the RAF Museum and RSP, both airframes were moved (by road) to the RAF Manston History Museum. The Buccaneer was a long term resident at the training school originally into service in 1968 with the Royal Navy before transferring to the RAF and subsequently making its last flight into Manston on 5th April 1994, the aircraft was mostly used for 'crew retrieval' exercises. The Nimrod flew into Manston on 26th May 2010 just ahead of the IDHTS visit and was moved to the 'top end' of the fire training ground (as depicted), fortunately surviving albeit without its centre section which did meet its fate at the cutters torch.

Another 'new' exhibit is English Electric Lightning XR770, into service in 1966 before being on display - its last location being RAF Waddington from where owners Lightning Logistics disposed of the aircraft to the RAF Manston Museum in March 2015.

The Museums are worthy of another visit if you are in the area.

Meanwhile RiverOak Strategic Partners have exciting plans for the former RAF station-read about them on their website, it looks very likely that Manston airfield will return to operational status in the near future which is good news for this historic airfield.



*Buccaneer at Manston on 22nd September 2021
(Photo: Martyn Hunt)*



*Nimrod at Manston on 22nd September 2021
(Photo: Martyn Hunt)*



*Lightning at Manston on 22nd September 2021
(Photo: Martyn Hunt)*

A Private Navy and a Lost World!! ...

Graham Day

One of the benefits of the pandemic is that we have come to appreciate the sounds which are drowned out by the furious pace of everyday life. There never before seemed to be a moment to spare!!

Covid has also enabled us to take stock of life and remember back to other perhaps better days. Around two years ago I spotted a letter in the local press about the Stowmarket Navigation and the memory of this was the catalyst for this article. In addition, Michael Portillo has his Bradshaws guide for his railway journeys. George Bradshaw had previously mapped canals and in an antique bookshop in North Norfolk, there was an edition of Bradshaws guide to canals and navigable rivers, which contained an entry for the Stowmarket Navigation.

The scene is now set!!

On a trip to Devon in 2013, we went on a trip on a river barge on the Tiverton canal, hauled by real living horse power! The barge sailed along with minimum effort, and at one point the barge was stopped so we could drink in the stillness.

As the industrial revolution progressed real horse power changed to the mechanised version! Then more sounds we have now lost forever; the sonorous chugging of a marine engine, the swish of hulls gliding through the water and the gentle lapping of the wash on the banks of the navigation, whilst all around the vision of a truly pastoral scene, of meadows, cattle and church spires!

Just prior to the horrors of the imposition of the lockdown, I saw a presentation given by Kelvin Dakin, of the Bramford Local History Group, of the private 'navy' of the chemical industrialist Edward Packard. This 'navy' of some 15 vessels, plus 'lighters' plied its trade on the River Gipping for some 50 years from the 1880s. Raw materials were taken to the riverside Bramford works, and finished products 'exported' back down to the Ipswich Docks for eventual transhipment to larger vessels.

Pivotal in all this was the conglomeration of buildings which made up the Bramford chemical works, Edward Packard was the first to use Coprolite (thought to be 'dinosaur poo') to produce fertilizers - his first works was located at the aptly named Coprolite Street on Ipswich Waterfront. The River Gipping formed the Stowmarket Navigation, complete with locks, such as at Bramford, so it was logical to move raw materials/finished products using the river. Many of the crew members were experienced sailors, and many interesting human anecdotes were also related by Kelvin!! The story also emerged of the wreck of one of the lighters being visible at low water, and another which was converted into a house-boat and moored downstream from Pin Mill.

Over time, however, competition from the railway (there was a rail siding in the factory complex), helped to secure the demise of the private 'navy'. Eventually also the factory complex, which became part of the Fisons Group, closed.

The remaining parts of the redundant factory, including the unique North Warehouse, were destroyed in recent years by a devastating fire. The buildings, on the 'Victorian Society's' 'At Risk' register, now only exist in the form of a hideously contorted mass of fire blackened girders, staring starkly skywards in the sunshine!

An informative talk which I thoroughly enjoyed, which was however tinged with sadness for a world of tranquillity now, probably lost forever!

Photographs of the Stowmarket Navigation and Packard's fleet in particular are on the Ipswich Maritime Trust web site, where they have archive photographs on different topics and in particular one of the Gipping/Stowmarket Navigation.

IDHTS Contacts ...

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Treasurer/ Membership Sec	Vacant

Local Meetings ...

Martyn Hunt

24th Nov 2021 7.30pm	IDHTS David Kerridge 01473 424904	Salvation Army Citadel 558 Woodbridge Road, Ipswich	Tallboy to Tirpitz by Robert Owen
1st Dec 2021 7.30pm	Suffolk Family History Society Howard King 01473 274300	Salvation Army Citadel 558 Woodbridge Road, Ipswich	The Soil Cinderellas (The Women's Land Army) by Nicky Reynolds
1st Dec 2021 7.30pm	Ipswich Maritime Trust Fraser Yates 07531 083576	Waterfront Building, University of Suffolk, Ipswich	Red Sails on the Orwell by Chris Turland
1st Dec 2021 7.30pm	Ipswich Aviation Society Barry Turner 07789 168430	Ipswich Sports Club, Henley Road, Ipswich	Aviation Photos / Competition and Christmas Fayre
3rd Dec 2021 7.30pm	Martlesham Heath Aviation Society Howard King 01473 274300	Martlesham Heath Community Hall, Felixstowe Road, Martlesham Heath	Surviving 15 years of Bush Flying in Africa by Peter Empson
9th Dec 2021 7.30pm	World Ships Society Derek Sands 01255 507017	Seafarer's Centre Conference Room, Felixstowe Dock	Annual General Meeting / slides
15th Dec 2021 2.15pm	Railway Correspondence and Travel Society John Day 01473 404683	Greenfinch Church Hall Greenfinch Avenue, Ipswich	Annual General Meeting / Member's Choices
November	01473 715666 enquiries@ipswichtransportmu seum.co.uk	Ipswich Transport Museum Cobham Road, Ipswich	MUSEUM OPEN Sundays ONLY 11.00-16.00
November	Martlesham Heath Aviation Society 07707 711104	Martlesham Heath Control Tower / Museum	Control Tower visits by PRE- BOOKING ONLY
November	Ipswich Transport Society Chris Williamson 07850 661352	Greenfinch Church Hall Greenfinch Avenue, Ipswich	Meetings suspended until further notice
November	Mid Suffolk Light Railway 01449 766874	Brockford Railway Station	No scheduled events until December 2021
December	Mid Suffolk Light Railway 01449 766874	Brockford Railway Station	Santa Specials - PRE-BOOKING ONLY 4th, 5th, 11th, 12th, and 19th December
December	IDHTS David Kerridge 01473 424904	No Meeting	No Meeting
December	Suffolk Industrial Archaeology Society Steve Worsley	No Meeting	No Meeting
December	Ipswich Transport Society Chris Williamson 07850 661352	No Meeting	Meetings suspended until further notice
December	01473 715666 enquiries@ipswichtransport museum.co.uk	Ipswich Transport Museum Cobham Road, Ipswich	MUSEUM CLOSED for Winter Maintenance
December	Martlesham Heath Aviation Society 07707 711104	Martlesham Heath Control Tower / Museum	Control Tower visits by PRE- BOOKING ONLY

www.ipswichanddistricthistoricaltransportociety.co.uk

<https://www.facebook.com/Ipswichanddistricthistoricalsociety>