



Ipswich & District Historical Transport Society

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*Green Line 50' event -
Also attended the recent May Historic Ipswich to Felixstowe Vehicle Rally,
see pages 18-19 for the full article (Photo: Martyn Hunt)*

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Transport Matters

No 284
May
2024

Chairman's Chat - May 2024 ...

Sylvia Kerridge



Hello All

Welcome to our last edition of Transport Matters for the 23/24 IDHTS year. Since last August we have been celebrating our 60th Anniversary Year and what a year! As I have stated in the last TM edition, many members have given very positive comments on the classic articles taken from early IDHTS Handbook and early TM articles. We publish the last of these articles in this edition. We might take another 'dive into the archive' in future editions. We now need to resume in having more articles from our members, so please send us your transport related articles or pictures with captions for our future editions.



We made good progress selling the 60th Anniversary Commemorative limited edition IDHTS Mugs and Calendars showing Ipswich Transport over the 60 years. We still have a stock of nine mugs still available, so if you missed out so far, it's not too late to purchase these at our May meeting or you can call us on 01473 424904 if you would like to still get one. We also have had a slight increase in membership, greater attendance at our meetings, mostly because many more non-members attending meetings, with over an average of 12 more visitors attending our meetings up by 100% on last year. We also have had very complimentary feedback regarding meetings this year, including the variety of refreshments!

In addition, this year we have welcomed a new Committee member, Mike Farthing, who is now the Meetings Co-ordinator, he is currently busy arranging our 2024-25 meetings programme (*see 2024-25 dates below*). Please feel free to contact Mike, if you have contact details of someone you know might make a good presentation for our meetings in the 2024/25 season, (michaelfarthing@talktalk.net).

The only disappointing news is that our Special 60th Anniversary Summer Lunch has had to be cancelled due to lack of take up. We had hoped 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. However, even though for the last three months we advertised in TM, we again emailed in March over 70 members and promoted this event at the last three meetings, we still only had a 30% direct response, many of these were not able to join us for several reasons. So reluctantly, we have had to cancel the venue booking. Despite this cancellation, 2023-24 has proved to have been a very good year for the Society.

Keep well, safe and for those that can make the last meeting of this season, I look forward to seeing you on 29th May.

Kind regards

Sylvia K

Update from David Kerridge Treasurer and Administrator

Last IDHTS Meeting for the 2023-2024 season:

29th May 2024 - Norfolk Railway Society Presents: East Croydon to Kimberley Park: 50 Years of Railway Reflections by Martin Care and 'Just a Boring Little Shunter?' by Richard Adderson. A personal pictorial look at the class 03, 04 and 08 diesel shunters.

(Please note that all events are subject to change so please always check our website or Facebook page for up-to-date changes).

Dates for 2024-25 Programme

25th September 2024 (includes AGM), 20th October 2024, 27th November 2024, 26th February 2025, 26th March 2025, 30th April 2025 and 28th May 2025. Further details of the 2024-2025 programme will be in the Summer TM, on the IDHTS website and Facebook page in September.

Meeting Reports ...

Mervyn Russen



The History of the Charles Burrell Works and Museum 28th February 2024

A total of 64 members and guests attended our first meeting of 2024 - the highest number for some time.

We welcomed Teresia and Richard Stock. Richard gave an illustrated talk on 'The History of the Charles Burrell Works and Museum'.

Joseph Burrell began as a blacksmith, making and repairing agricultural implements in 1770 in a forge in Thetford. By 1801 he was advertising 'Chaff Engines, Drill Rolls and Drill Machines' (these being items of agricultural equipment) from his foundry on Kings Street, Thetford. By 1836 Joseph's nephew, Charles, had taken over the business when he was only 19 years of age.



Logo plate from The Burrell Museum
(Attribution: In the public domain)



Closing day of the season in October 2023 at the museum with on the left; Stuart Wright (Mayor of Thetford) and Roy Brame (Chairman of the museum committee)
(Photo courtesy of Teresia and Richard Stock)

Charles was a young man of vision and he championed the building of the company's first steam engine in 1848. Initially, like most other similar manufacturers, they built portable engines but they gradually moved into self-moving agricultural machines. In 1856 they built the first road haulage engine in conjunction with James Boydel. Boydel had invented a system where flat boards were attached to a wheel loosely at their centers and as the wheels revolved; the boards spread the weight of an engine over the surface of the board. These helped to negotiate the bad roads of the time and could be considered the precursors of caterpillar tracks.

The vehicles Burrell built were individually tailored to a customer's needs and these bespoke engines made the company's name. They were tested by negotiating a one in twelve gradient, hauling a 50 ton load, in Croxton, a village about three miles north of Thetford - an acid test, indeed.

Richard said they had three speeds, which were: slow, very slow and extremely slow. The average speed being c. 13mph.

Through the latter part of the nineteenth century Burrell produced other products such as ploughs, elevators, sash window catches and even ice cream machines. One interesting fairground galloper ride they built was driven by a steam engine on a track running round on the inside of the horses, travelling in the opposite direction. Such a pity this was never preserved!

During World War One, the machine shop and boiler shop were employed making shells and other wartime equipment. After the war the business declined rapidly. In 1919 Burrell joined the formation of the Agriculture and General Engineers (AGE). Like many of the companies who joined, this proved to be a disastrous move. In 1928 the company closed its doors for the last time.



The last Burrell engine was *King George V*, built from Burrell parts at Garretts of Leiston in 1932.

The museum opened in 1991. They have many impressive rescued machines in the museum including the *Queen Mary* which is a compound, double drive showman's locomotive built in May 1920. It carries five tax disks: one for each county she has worked in. This is a legal requirement for steam road vehicles.

They have links with Bressingham Steam Museum and one exhibit owned by the local Dad's Army Museum is Jonesy's van. This is a great draw for *Dad's Army* fans. Readers will recall that we visited the museum on our summer outing last year.

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

*Dramatic picture of Queen Mary at Weeting Steam Rally in 2023
(Photo courtesy of Teresia and Richard Stock)*



General purpose traction engine number 2479 built in 1902 and named Old Dull Bob. The engine got that name but it is believed now to be the nickname of the original driver! (Photo by Merv Russen)



*General view across the museum from the gallery
July 2023
(Photo by Merv Russen)*



*Teresia and Richard Stock
(Photo with their permission)*

The History of RAF Bentwaters from 1943 to 1993

20th March 2024

A total of 82 members and guests attended our March meeting.

We welcomed Simon Gladas. Simon gave an illustrated talk on 'The History of RAF Bentwaters from 1943 to 1993'.



Aerial view of Bentwaters air base taken in April 1971 (Photo courtesy of Graham Haynes and Simon)

Simon is a member of Bentwaters Aviation Society, which came about after a man called Graham Haynes published a DVD showing numerous photographs of Bentwaters base through the years. Interest grew and the society was formed in 2002. The Bentwaters Cold War Museum opened in 2007.

Bentwaters airfield was originally built by the Air Ministry in 1942 as RAF Butley. It was initially intended for use by Bomber Command. The base became RAF Bentwaters named after two cottages which lay on the site near the main runway (there is some doubt as to the history of the source of the name). In mid-1944 it was used as a Care and Maintenance base for bombers. No RAF bombing raids were launched from there.

In December 1944 number 64 Squadron (RAF) moved to Bentwaters equipped with North American Mustang P51 III aircraft. Originally the Mustangs were built with the Allison V-1710 engine. Rolls Royce replaced this with the Merlin 65 in 1942 which transformed its performance. Several other units were based at the airfield towards the end of the war.

Some aircraft from Bentwaters were involved in a raid on the Gestapo Headquarters in Copenhagen on 21st March 1945. The attack was carried out at low level by De Havilland Mosquitos escorted by Mustangs. The targeted building was destroyed but one Mosquito struck a lamp post and crashed into a nearby school which was engulfed in fire. The following wave of Mosquitos mistook the burning school for the target and released their bombs on to it.

The raid, known as *Operation Carthage*, tragically killed 123 Danish civilians, including 87 schoolchildren and eight Danish prisoners of the Gestapo.

The Mustangs went back to the States after the war and Bentwaters became a jet training unit. The first Gloster Meteors arrived on the site on the 1st April 1946.

In September 1951 Bentwaters was transferred to the United States Air Force. They brought in F86 Sabres which were the first aircraft and personnel from foreign shores to protect the skies over Britain. The Cold War was underway and it became clear very early on that Meteors were no match for the Russian Mig 15's, but Sabres had the necessary capability. Bentwaters was the one of air stations furthest east in Britain, nearest Russia, and therefore strategically important.

During this period the concrete runways were built as well as more extensive base buildings.

In June 1952; F-84G Thunderjets arrived with the 20th Bomber Group. From 1954 to 1978 the nuclear deterrent was brought to Bentwaters,



F84F Thunderstreak - one of the aircraft which won the 1956 World Bombing Championship from Bentwaters with mushroom cloud marking (Photo courtesy of Simon Gladas)

initially F-84F Thunderstreaks were used. These carried their distinctive mushroom cloud markings. They were followed from 1955 to 1958 with the North American F-86 Sabre Dogs and after that, the famous McDonnell F-101 Voodoos arrived.

During this period from late 1965; nuclear loaded Phantom II jets were utilised, and each were kept readied in eight separate open ended sheds.

The last aircraft based at the base were A10 Warthogs with their awesome super Gatling guns. They remained there from 1979 until 1992.

The Bentwaters Cold War Museum now on the site is well worth a visit.

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



*F101A McDonnell Voodoos on Bentwaters runway
(Photo courtesy of G Gilbert and Simon Gladas)*



*Simon Gladas
(Photo with his permission)*

The Airship Trust including the Golden Age of Airships and Cardington Airship Station 24th April 2024

A total of 66 members and guests attended our April meeting.

We welcomed Alastair Lawson. Alastair gave an illustrated talk on 'The Airship Trust including the Golden Age of Airships and Cardington Airship Station'.



*R101 discharging water ballast as it leaves the mooring mast at
Cardington (Photo with permission of Alastair Lawson)*



*Close-up of the mooring mast
from the photo left.
Note the two men standing on
top of the mast unsecured
(Photo with permission of
Alastair Lawson)*

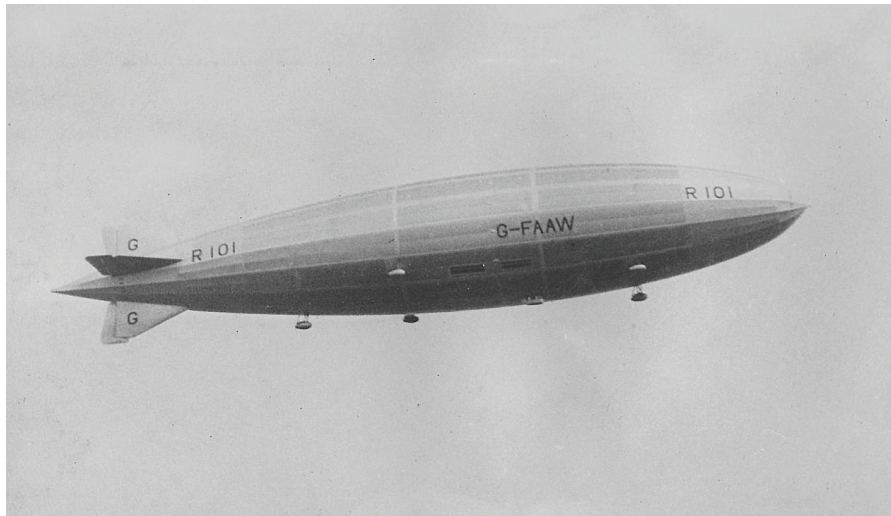
One of the first pioneers of airship design was Ferdinand von Zeppelin in Germany back in the early 1900s. By the time World War One began, the Germans were using them as very effective bombers. The British brought out their own slow moving, non-rigid Submarine Scout Class airships during this period and used them for spotting U-boat periscopes.

At this time the main manufacturers were Short Brothers in England and Beardmores in Scotland.

Airships through the war became more sophisticated and eventually contained a number of hydrogen gas cells, rigid framework skeletons, used more advanced mooring techniques and incorporated swivelling propellers. In 1917 Short Brothers moved to Bedfordshire and their Chief Designer (Claude Lipscombe) chose the open land at Cardington to build his Air Service (RNAS) had their own airship base at Howden in South Yorkshire. The RNAS also had an experimental airship base at Pulham in Norfolk.

The first airship out of Cardington was R31, built just before the Armistice in 1918. R31 had a top speed of 70mph and two engines originally. One was eventually removed to aid lift. A number of craft followed, including R34 which created a first by making an Atlantic crossing in July 1919.

In 1926 a 226 foot high mooring mast containing a lift was brought into use at Cardington. The main shed was expanded in size and a second shed transferred from Pulham in this period.



R101 in flight. (Attributed to Victor A Chapman under the Creative Commons Attribution - Share Alike 3.0 Unported Licence)

By the late twenties airships were designed to mimic the facilities only found in the top luxury liners with lounges and promenade decks. At this time two parallel projects were launched; the R101 at Cardington and the R100 at Howden. The Cardington project team were headed up by Colonel Richmond and Squadron Leader Michael Rope. The latter was a member of the farming Rope family of Kesgrave - Ropes Drive is a road through Kesgrave and is named after the family.

The Howden project was led by Barnes Wallis of 'Dambusters' fame. The two teams were deliberately set-up in competition. The intention being to take the

best ideas from each in order to use them in later designs.

A test flight of R101 was made to Montreal and back after which a new cover was fitted. An additional centre section incorporating an additional gas balloon was introduced because the trial indicated inadequate lift. R101 was originally 735 feet long but its final length was 777 feet, which is three times the length of a Boeing 747.

R101 set out from Cardington for Karachi at 6.24pm on 6th October 1930. The Secretary of State for Air, Lord Thomson, was on-board, as was Michael Rope. The latter had some misgivings about the ship and its ability to survive in heavy rain and he had made these known - to no avail.

By dusk the weather had begun to deteriorate and fine rain began to fall. The French coast was crossed at the Point de St Quentin at 23.36 GMT. It is interesting to note that, if needed, rain was collected from the surface of the airship in order to augment ballast stocks.

By 02.00 hrs the airship was having trouble maintaining height and at



Grainy shot of the wreck of R101 with sightseers (Picture in the public domain)

02.08 hrs it went into a steep dive. A tear opened up in the nose area, water entered which split a hydrogen gas bag. Efforts were made to keep the craft aloft but it was a losing battle. She landed gently at a speed of c.13 mph at the edge of a wood outside Allonne, 2.5 miles southeast of Beauvais. It bounced and the nose cut a furrow in the ground. Unfortunately the hot starboard engine made contact with a gas bag - igniting the hydrogen.

Of the 56 on board; eight survived but two of those died later. The bodies of the dead lay in state by orders of King George V in Westminster Hall. It proved an ignominious end to airship travel for many years and it still carries the stigma of that sad end. R100 flew no more.

Michael Rope's young wife had the little Catholic church of St Michael in Kesgrave built as a memorial to her dead husband. She was carrying his unborn baby at the time of his death.

The Airship Heritage Trust was set up in 1985 by a group of dedicated enthusiasts and relatives of the original crew members. Over the last few years from its humble beginning the Trust has grown and worked very hard to where it is today, with its membership spanning many countries, worldwide.

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



Alastair Lawson
(Photo with his permission)

Pictures not used in the 60th Anniversary Calendar

Because we had so many images sent in by members and as this our last '60th Year Edition of TM', we should include a few of the ones that didn't make into the Calendar.



Parachuting above Ipswich Airport.
Picture was supplied by John Griffith, but
photographer, jumper and date unknown, does
anyone know who this brave soul was?



Taken on a cold January night in 1979 of 31019
(21.45 Ipswich-Liverpool Street) taken by Martyn Hunt



Ipswich Bus
ADX1 taken by
Stuart McNee
in August 1993

Biggles at 130 Years Old! (Part One) ...

Mervyn Russen

To be more precise; Captain W E Johns, the writer of the Biggles' tales would have been 130 in 2023, having been born on the 5th February 1893 in Bengeo in Hertfordshire. 2023 was therefore a very significant year; bearing mind that it was our society's sixtieth anniversary, the Radio Times was 100 years old, the NHS was 75 years old and we have also had the coronation of a new King.

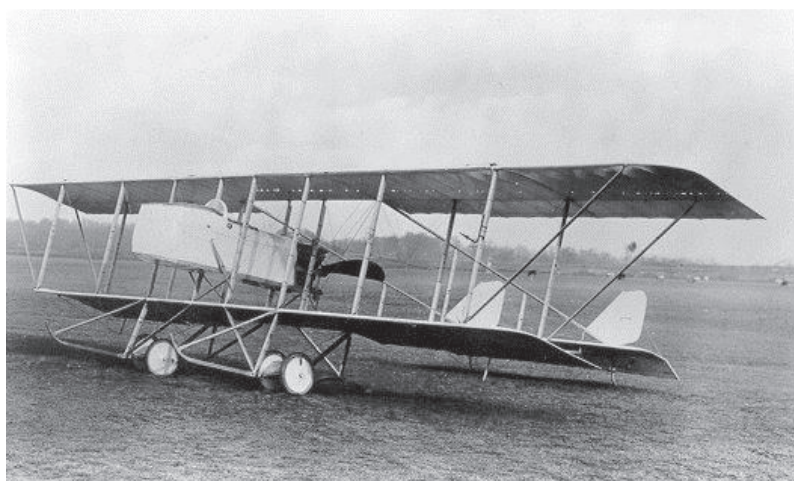
John's military career began when he was twenty in 1913, while living in Swaffham and working as a sanitary inspector; Johns enlisted in the Territorial Army as a trooper in the King's Own Royal Regiment (Norfolk Yeomanry). The regiment was mobilised in August 1914, and was sent overseas in September 1915, embarking on RMS Olympic. The Norfolk Yeomanry fought (as infantry) at Gallipoli until December when they were withdrawn to Egypt. In September 1916, Johns transferred to the Machine Gun Corps. While serving on the Macedonian front in Greece he was hospitalised with malaria. After recovering, he was commissioned into the Royal Flying Corps (RFC) in September 1917 as a temporary second lieutenant and posted back to England for flight training.

Johns undertook his initial flying training at the short-lived airfield at Coley Park in Reading, flying the Farman MF.11 Shorthorn aircraft – there is an example of a Shorthorn in the Canada Aviation and Space Museum in Ottawa which was still capable of flight in the nineteen fifties. Biggles also learned to fly in this aircraft in the book; *Biggles Learns to Fly*, set in the year 1916.

Johns was then posted to No.25 Flying Training School at Thetford in Norfolk, closer to where his wife Maude and son Jack were living.



*William Earle Johns in the nineteen sixties,
in his last years
(Drawn by Merv Russen)*



*Farman MF11 Shorthorn
(Picture in the public domain)*



On 1st April 1918, Johns was appointed flying instructor at Marske Aerodrome in Yorkshire. The aircraft of the time were very unreliable and he wrote off three planes in three days through engine failure - crashing into the sea, then the sand, and then through a fellow officer's back door. Later, he was caught in fog over the Tees, missed Hartlepool and narrowly escaped flying into a cliff. Shooting one's own propeller off with a forward-mounted machine-gun with malfunctioning synchronisation was a fairly common accident, and it happened to Johns twice. The commanding officer at Marske was a Major Champion, known as 'Gimlet', a name used later by Johns for another hero of a series of stories. He went to France as a fighter pilot in an independent squadron.

*Flying instructor Johns in front of an RE8 aircraft in 1918
(Drawn by Merv Russen)*

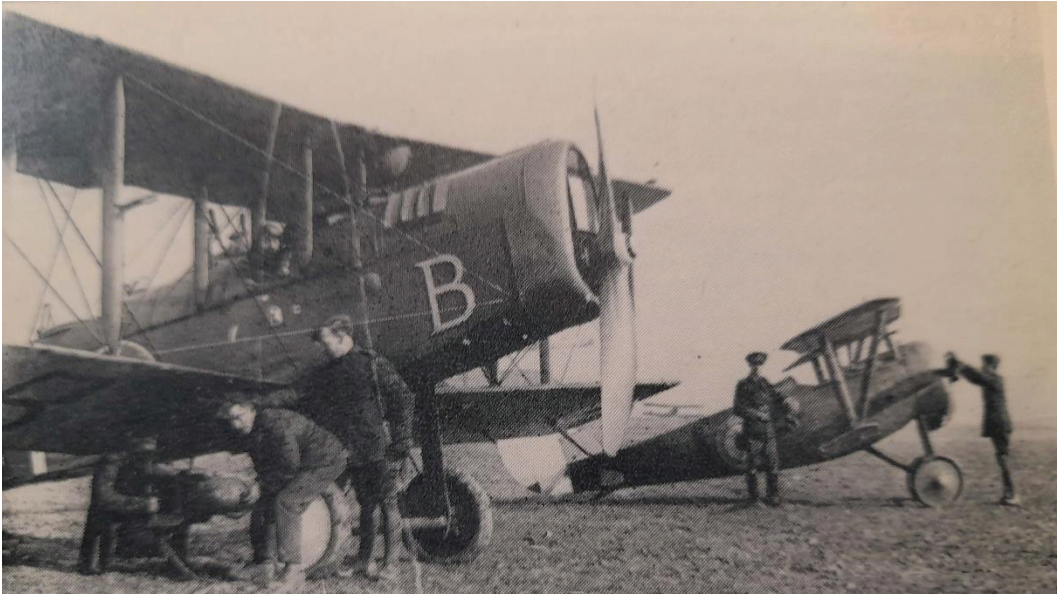
It was his experience as a fledgling fighter pilot in France that caused him to later write the following piece:

The first dogfight I was ever in, it seemed to me that one minute we - that is, my formation - were sailing along all merry and bright, and the next minute the air was full of machines, darting all over the place. I did not see where they came from or where they went. I didn't see where my formation went, either. By the time I grasped the fact that the fight had started and I was looking to see who was perforating my plane, the show was over. Two machines lay smoking on the ground and everybody else had disappeared. While I was considering what the Dickens I should do, I suddenly discovered I was back in formation again! The fellows had come back to pick me up and formed up around me. I didn't even see where they came from.

It was said if you could survive the first forty-eight hours; you might last a month. This also underlines why it was also said that few pilots lived long enough to become senior officers (the average age of a major commanding a squadron was twenty-one in the RFC).

It is not surprising that many, although just out of their teens, were very fatalistic. This is summed up by Raoul Lufbery, a French/American veteran ace from the Escadrille Lafayette unit. When asked what he would do after the war, he replied: "There will be no after the war for the fighter pilot".

Johns later joined a bomber squadron. In September 1918 he was brought down while flying a DH4 day bomber. He was taken prisoner and the story from that point on reads like a Biggles tale.



Preparing for a daylight sortie in 1918, armourers bomb up a DH4, while an escorting Nieuport Scout and pilot wait in the background. (Photo in the public domain)

He was sent for trial in a court in Strasbourg on a charge of 'bombing undefended towns'. He was found guilty and sentenced to death but he escaped before the sentence could be carried out. He was, however, quickly recaptured. The Germans, sensing that defeat was near, now preferred to send him to a punishment camp in Bavaria. There he remained until hostilities ceased.

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London's Historical and Recent Past Honoured in the Naming of London Overground Lines ...

David Kerridge

For some time now there has been proposals that the London Overground network lines should have their own identities. After a public consultation, it was announced in February 2024, all six of London's Overground lines will receive new names. This was to make it easier for passengers to know where their train route goes. The now familiar 'Orange Overground' network covers 113 stations across its six lines and the rebranding will see not just a new name introduced but also a new distinct colour throughout station signage and on all tube maps. Unlike the underground network, the train branding will not change, keeping the uniformed overground orange colours outside and inside with the orange marquete seating across all lines on the overground network.

Quoted in the TFL press release it states, "In the reimagining of the London's Tube map, we are also honouring and celebrating different parts of London's unique local history and culture".

The timing of the announcement has caused some controversy. The Evening Standard quoted the cost of the rebranding exercise to be £6.3 million pounds and was questioning with the poor state of the current TFL finances, whether this was a good use of funds?

At the time of writing this article, it is planned that new signage will be introduced across the overground network in August ready for the new Autumn tube map introduction.

Details of the new line names: Source of information TFL website.

The 'Lioness' line - The Euston to Watford Junction part of the Overground, which calls at Wembley Central station, will now be known as the Lioness line, in honour of the England women's football team that won the 'Euros' at Wembley stadium in 2022. The England women's team are known as the Lionesses, giving the station its name. It will be marked with double yellow lines on the new map.

The 'Suffragette' line - Covering Gospel Oak to Barking Riverside, the Suffragette line was so named to celebrate London's East End working-class community fighting for women's rights. In a particular nod, the line runs to Barking, home of Britain's longest-surviving suffragette, Annie Huggett, who died aged 103 in 1996. On the map, the Suffragette line will be marked with green parallel lines.

The 'Windrush' line - Marked with red double lines and travelling between Highbury and Islington and Clapham Junction/New Cross/Crystal Palace/West Croydon. The Windrush line honours the Windrush community, a term used to refer to those who migrated to the UK from the Caribbean.

It covers several areas with strong ties to Caribbean communities, including Dalston Junction, Peckham Rye and West Croydon. This line on the map will be marked with double red lines.



The 'Weaver' line - Running From Liverpool Street to Cheshunt/Enfield Town/Chingford, areas with high importance to the textile trade, the Weaver line celebrates this important city industry. On the map, it will be marked with double maroon lines.

The 'Mildmay' line - Traversing Stratford to Richmond/Clapham Junction, the Mildmay line shares its name with a small charitable hospital in Shoreditch. Mildmay Mission Hospital played a vital role during the HIV/Aids crisis in the 1980s, earning its place among the London Overground name. This line on maps will be marked with double blue lines.

The 'Liberty' line - Running between Romford and Upminster, TfL described the Liberty line as referencing 'the historical independence of the people of the borough of Havering', as well as the celebration of 'a defining feature of London'. The shortest on the overground network, it runs through the borough of Havering, among others and will be marked with double grey lines on maps.



Around the Great Eastern – Fifty Years Ago ...

John D Mann

Porter Charlie Sadler Assists a lady from a Braintree-Witham train at White Notley on 26th March 1974. Charlie had already completed 48 years railway service. The low platform required the use of steps to assist passengers. Preparatory work in readiness for electrification included the railing of the platform, thus ending personal service at White Notley.



Spring 1975. In this view 47-118 is powering up the gradient at Parsons Heath on the outskirts of Colchester with the 12.29 Inter City train to Norwich. The GE main line was still semaphore signalled and 'refuge sidings' both sides of the running lines were still in-situ. The signalbox, reputedly haunted, was demolished during re-signalling in the mid-1980s. Interestingly Class 47's were used on these trains for over 20 years.

60 Years of IDHTS ...

The Horse Years

GCC (from 1972 IDHTS Handbook)

In the riding school some sixty years ago there used to be a direction Circle and Change, slowly almost harmoniously sung out by the riding master. That has been the way of it with the horse.

There has been the full circle and then the change.

It seems almost impossible to realise the presence of a line of horsed cabs on the Cornhill at Ipswich, stretching from the end fronting the Post Office, almost to Grimwade's the outfitters corner, with just one break through to Princes Street.

A typical personality of the rank was tall John Cotton. He still wore coachmen's knee-high, riding boots and grey topper (coach-men's gear) complete. Local legend credited Cotton, with having for a wager, driven a coach and four round the Golden Lion tap corner from the Cornhill into Elm Street. It was surprising how many people had witnessed the feat and further how many people in their version of matters were sure it was a six-horse team!

Another one of the characters among the old Cornhill jockeys was the grey-headed Jimmy Mortimer. Jimmy and his Speckly ow grey mare and his ancient four-wheeler were almost monuments on the rank. It seemed as if the old cabby took up his stand, happy and contented, watching the world go by. Yet he had the solemn duty of conveying the bad lads from the Town Hall Police Station to the old jail, then in Grimwade Street, and the area behind the County Hall. In the case of remanded persons coming to trial he reversed the journey and brought them to the Town Hall Court.



Photograph of Cornhill by courtesy of Smiths Suitall

Police escorts rode with the fares and when certain officers of majestic proportions took their seats, Jimmy's cab rarely juddered- they certainly did. In the twenties the horse was still very much part of the scene. On market days the Old Cattle Market had carriers' vans, a variety of farmers dogcarts and the family traps both on the road and in every public house yard around. Many of the vehicles were unhorsed and with shafts up ended. The horses were in the numerous public house stables and sheds, feeding and resting for the return home. Of course, there were no wardens to worry about and the police were much more interested in the inevitable no-goods looking for the chance of a knock-off.

On the beast market in Princes Street, there was an even greater conglomeration of vehicles, because of the lorries and horse boxes and the vans carrying cattle and stock. The crescendo of squeals and bellows had to be heard to be believed. Every one of the small side-streets had its contingent. It was the recognised thing and the inhabitants seemed quite happy about it. Maybe fresh country eggs and fresh picked lettuce and peas did much to maintain cups of tea and sweet toleration.

There was an amiable and welcome absence of officialdom about all this. The police had their work cut out, scaring off the thoughtless hordes of children whose unskilled prodding and poking the scared beasts, could not be tolerated. The sticks were broken up and not the first time some brutish little rascal felt his stick on his buttocks instead of on a defenceless, penned up animal.

Attention too had to be paid closely to overloading. As quite a proportion of the Force had served with mounted units and others had been schooled in farm-work there was no difficulty putting the right numbers in who knew a light pony from a heavy Punch and what each could comfortably pull.

One particular episode comes to mind that brought a whiff of the old West into market streets. A fine young steer, upset doubtless by the noise and general hubbub, broke into a wild gallop up Princes Street. After the maddened animal raced a mounted policeman. Skilfully he managed to gallop alongside and turn the animal into Friars Street.

Over the Falcon corner the chase went, mercifully missing half-a-dozen near crashes. Finally, the animal was headed into the G.P.O. yard. Some, doubtless, country-bred laddie came along banging two large pails of cool, clean water. Oddly, the exhausted runaway made toward him. This was a familiar sound of home. The drink cooled everything off and the police mount duly joined in.

Runaway animals from the Market were not common, but they caused considerable alarm especially among the women with prams and toddlers Just as there is a mobile car section to meet today's conditions, so there was a mounted section in the horse age. There was no difficulty about selection. All the men had been schooled in Army equitation centres and knew all about top-rate turn-out.

The stables were at Canham's Bros. Livery and Bait Stables, then situated in St. Matthews Street. The brothers Frank and DICK Canham were well-known not only in Ipswich but throughout East Anglia. Literally scores of horses passed through their hands as thew had contracts for Annual Camos. Replacements for everything from a Shetland Sheltie to a ton Punch.

Their premises have gone, and nothing remains to remind one of the Boot and Saddle days. Ironically an extensive modern motor showrooms and garage. and modern build-up of flats stand on the site of the old job-masters stables.

A common sight to be seen in the streets in the old horse days was Canham's training drag. It appeared to be a skeleton, probably a discarded vehicle of the common brake toe. Its purpose was to accustom young horses to traffic and long rein. There was a staid old timer on the near side of the pole and the raw novice was on the off; that is the traffic oncoming side.

Old man Brown, in his robin redbreast waistcoat had the reins and the whin Dear old Wappity the second man. stood behind the high driving seat. When occasion demanded it. he slipped over the back of the vehicle to quieten an over-nervous novice. These pair typical of their calling ably summed up as horsey men.

Probably the most impressive memory of the local scene was the work-a-day pair of Suffolk heavies drawing the brewers drays magnificent beasts! Their coats were beautiful to look upon, their eyes alert and intelligent and their broad chests and powerful shoulders completed a picture of superb strength. They were grandly turned out and many of the senior citizens must recall them and regret very sincerely, their passing.

Borough of Ipswich.

CAB FARES.

FROM TOWN HALL

| Miles. | Furlongs. | Yards. | TO | ONE PERSON. | | TWO PERSONS. | |
|--------|-----------|--------|----------------------------------|-------------|----|--------------|----|
| | | | | s. | d. | s. | d. |
| 1 | 2 | 143 | Arboretum Gate, Fomereau Road .. | 0 | 6 | 1 | 0 |
| | 5 | 23 | Bourne Bridge .. | 2 | 0 | 2 | 0 |
| | 6 | 56 | Brooks Hall Pond .. | 1 | 0 | 1 | 0 |
| | 4 | 50 | Artillery Barracks .. | 1 | 0 | 1 | 0 |
| | 6 | 203 | Cemetery Gate .. | 1 | 0 | 1 | 0 |
| 1 | 3 | 55 | County Courts, or Shire Hall .. | 0 | 6 | 1 | 0 |
| | 4 | 176 | Custom House .. | 1 | 0 | 1 | 0 |
| | 4 | 0 | Derby Road Station .. | 1 | 6 | 1 | 6 |
| | 4 | 44 | East Suffolk Hospital .. | 1 | 0 | 1 | 0 |
| | 1 | 168 | Fine Art Gallery, High Street .. | 0 | 6 | 1 | 0 |
| 1 | 7 | 169 | Gas Works .. | 1 | 0 | 1 | 0 |
| | 0 | 0 | Handford Hall .. | 1 | 0 | 1 | 0 |
| | 4 | 119 | Her Majesty's Prison .. | 1 | 0 | 1 | 0 |
| | 1 | 123 | High School for Girls .. | 0 | 6 | 1 | 0 |
| | 1 | 90 | Hope House Orphanage .. | 1 | 6 | 1 | 6 |
| 1 | 6 | 55 | Landing Stage, Stoke Quay .. | 1 | 0 | 1 | 0 |
| | 5 | 211 | Ditto, near Old Lock Gates .. | 1 | 0 | 1 | 0 |
| | 4 | 121 | Militia Depot .. | 1 | 0 | 1 | 0 |
| | 1 | 180 | Museum .. | 0 | 6 | 1 | 0 |
| | 2 | 20 | New Lock Gates .. | 1 | 6 | 1 | 6 |
| 1 | 4 | 88 | Queen Elizabeth's School .. | 1 | 0 | 1 | 0 |
| | 5 | 22 | Railway Station .. | 1 | 0 | 1 | 0 |
| | 2 | 88 | Running Buck Inn .. | 0 | 6 | 1 | 0 |
| | 3 | 0 | Roman Catholic Chapel .. | 0 | 6 | 1 | 0 |
| | 4 | 110 | St. Clement's Church .. | 1 | 0 | 1 | 0 |
| 1 | 4 | 77 | St. Helen's .. | 1 | 0 | 1 | 0 |
| | 2 | 209 | St. Margaret's .. | 0 | 6 | 1 | 0 |
| | 3 | 176 | St. Mary Key .. | 0 | 6 | 1 | 0 |
| | 5 | 15 | St. Mary Stoke .. | 1 | 0 | 1 | 0 |
| | 2 | 110 | St. Matthew's .. | 0 | 6 | 1 | 0 |
| 1 | 2 | 160 | St. Michael's .. | 0 | 6 | 1 | 0 |
| | 2 | 176 | St. Peter's .. | 0 | 6 | 1 | 0 |
| | 6 | 110 | Trinity .. | 1 | 0 | 1 | 0 |
| | 6 | 180 | All Saints' .. | 1 | 0 | 1 | 0 |
| | 3 | 176 | Sea Horse Inn .. | 0 | 6 | 1 | 0 |
| 1 | 3 | 55 | Shire Hall .. | 0 | 6 | 1 | 0 |
| | 3 | 0 | Wolsey's Gate .. | 0 | 6 | 1 | 0 |
| | 5 | 132 | Union Workhouse .. | 1 | 0 | 1 | 0 |

This list of cab fares is from a 'GUIDE TO IPSWICH' issued in July, 1892.

The younger people may well recall seeing that indisputable evidence of the horse era, the water trough. For a very considerable period after their real use passed. the troughs were just left. After all. they were not in the way and other more pressing matters needed prior attention.

The troughs were visible evidence of the extent to which the horse was part and a very important part in the town's life. The troughs were positioned to give the thirsty animal a long, well-earned refresher. In Stoke. for instance. at the junction of Vernon Street and Great Whip Street, practically opposite the well-known 'Uncle Tom's Cabin'. At Churchman's corner Princes Street was another. Every football follower can recall that one. Then there was one at the Tuddenham Road/Christchurch Street, junction. There just must have been one somewhere near the Chevalier Street/ Norwich Road junction. A vague recollection of it remains.

Since so many licensed houses had stabling and put up horses overnight etc, it was quite common to see great loads of hay, straw sacks of oats being carted through the streets for delivery to livery and bait provender's. Once a common enough display board.

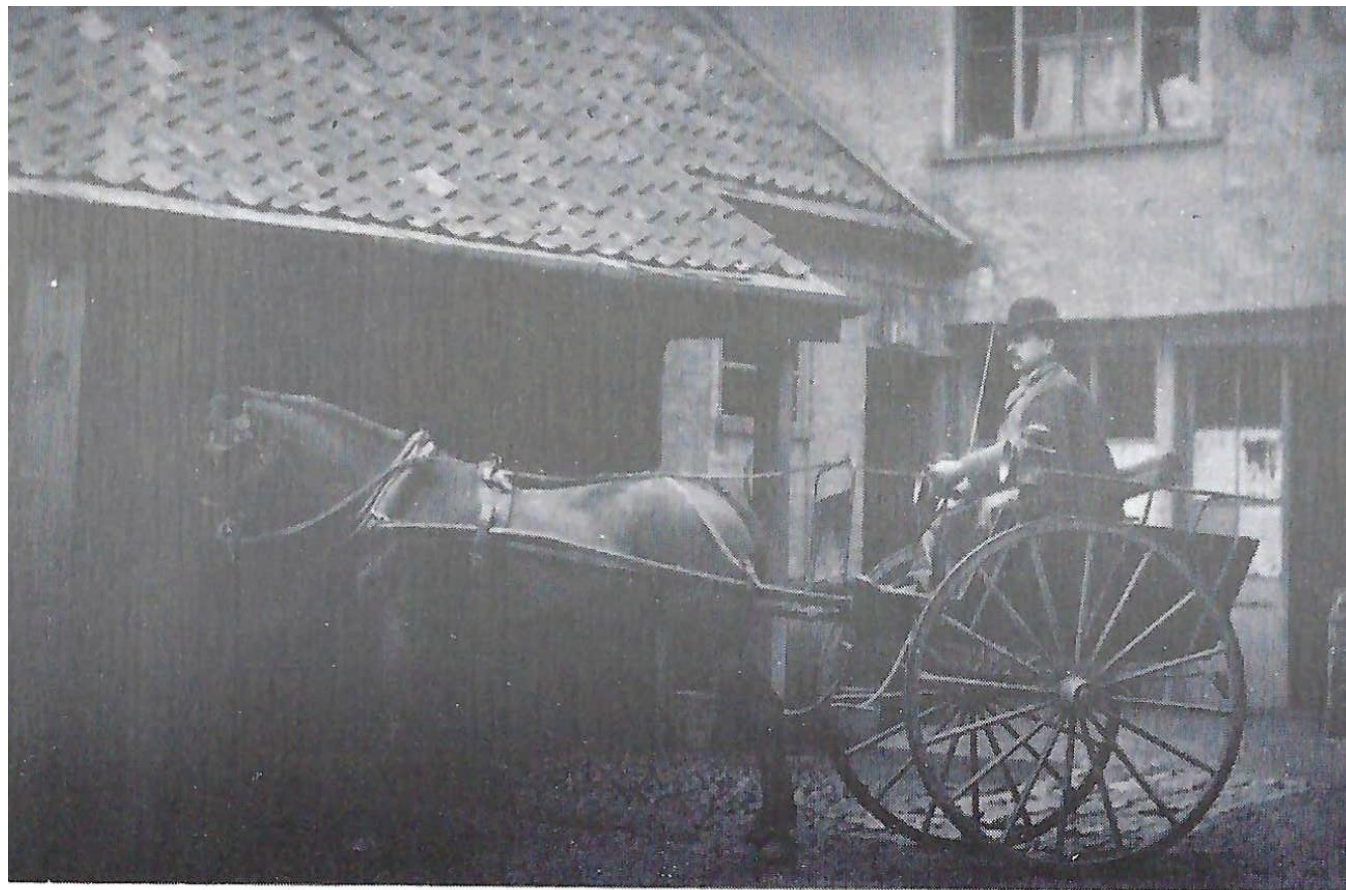
Livery and Bait has vanished Singleton's the well-known funeral furnishers. were among the last to erase their old sign and out in a new board in accordance with today's needs.

In place of forage laden carts of the horse era one may now see fleets of heavy tankers almost anywhere in the town The down will come when they too will be an anachronism!

Landaus, broughams and even governess carts are a memory only of the Buttermarket in the long-gone years. Townsend, the fishmonger for example would go out and greet his best customers at the kerb edge and take their order there.

The leading milliners, drapers and ladies' tailors similarly went out to meet their older customers. It must be noted that unlike a car a horse could not be left unattended. Especially harnessed to a comparatively light load.

Thus, the coachman remained all the time in his seat and with the ribbons under control. There were. of course. men and grown youths ready to earn an honest copper holding a horse and on market days especially they didn't do at all badly.



At the Golden Lion Stables — a Typical Turnout.

In the distant years. that are fast becoming but a memory the mounted police were a familiar sight The Chief Constable of that day. Capt. A.T. Schreiber came to his office driving his trap. He attended drill parades on Portman Road Recreation Ground often mounted on one of his bunters. Many people of that day could recall the Town Clerk coming to his office beautifully mounted and leaving his animal in the Golden Lion stables. Probably

among the last of the professional type who trotted off to work was the Veterinary Surgeon in Museum Street. Captain Phillips Life in these livery and bait years lingers on. reflected in the range of expressions that are still in common use and in almost daily use. The horse, the vehicles, the forage have passed almost out of memory. Yet it is still possible to be advised to hold your horses.

Young know-alls even today have a noted tendency to kick over the traces. The headstrong, self-willed type need a tight rein kept on them. When the director's son joins the staff, speculation arises as to what he'll be like when once he's in the saddle. Will he try riding the high horse? Then the communal sharing known as mucking in is still with us. And all people ask for is a fair crack of the whip. Here we come into a mixture - In a public house, your wallet may have been whipped. Your pals will be kind and have a whip round for you. Lastly, in more sense than one, it is still possible to kick the bucket.

In those far-away days, the police took stray dogs to the kennels set apart for them at the Vets in Museum Street. A mounted man was seen taking a very small dog of obviously obscure ancestry very gently on a long lead through Westgate Street enroute to the kennels.

It was a comical set-up, and the public, highly amused, broke into fits of laughter. A road gang's Tally Ho! and similar catcalls added to the merriment - the rider was hard put to it to maintain the traditional straight face. As he turned into Museum Street, he gave a gay wave. The dog? As happy as a sand-boy, kept in step. Such a sight will never be seen again in the old Borough.

Would an area car or van brighten proceedings like that? Not on your life! There are more tears than laughter now and all too often the police rendezvous is not a happy one.

The horse figured prominently in the last journey, the road to the grave. The hearse was drawn by pairs of handsome, pure-black Flemish animals. Close on sixteen hands and impeccably groomed and turned out. Every vehicle on the road gave way. The feelings of the mourners commanded deep respect. Somehow there seemed time to stop and think on these things.

On one occasion, many years ago now, the cortege following the hearse, included the dead man's horse. He had been a riding man in the mounted police section and moreover had a distinguished record of military service. It was felt that the horse he was so fond of, might very fittingly be included in the last ride. So, in due funeral order, she came along beautifully turned out and much admired by the public which had gathered on the route. This was certainly a circumstance warranting the term unique.

Stop Press!

Mammoth Book Sale on 29th May 2024.

All books for £1 or less!

**Please visit Chris at the book stall
during the break.**

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.

Two Pictures from Roy Cane ...

The first one I took in April 2023 at Charlestown harbour near St. Austell in Cornwall of the 'Lady Daphne'. Mention was made of this boat in your last Newsletter, bottom of page two.



The second photo is of an original drawing I have of the R101 Airship (the subject of your next meeting which unfortunately I shall not be able to attend as I shall be away). Sorry for the distortion, trying to avoid my reflection in the glass. The drawing was done for the front cover of a top-secret report (subject unknown) and instead of being thrown away was framed and given to my wife as a thank you for research (not connected with the report) she had undertaken and knowing that at the time we lived close to Cardington and had visited the church there. I do not know the name of the artist.

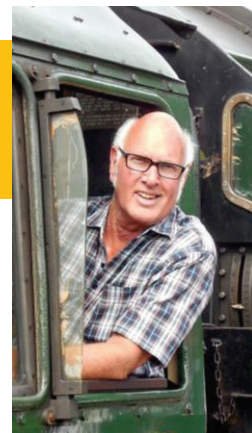
Roy Cane

Though Quality of this image is not the best, we included this picture as it was so relevant to the April 2024 Meeting. Thanks Roy, for the background story. Love to know more about the 'secret report'! – Editor

Greenline 50 Years (1930-1980) ...

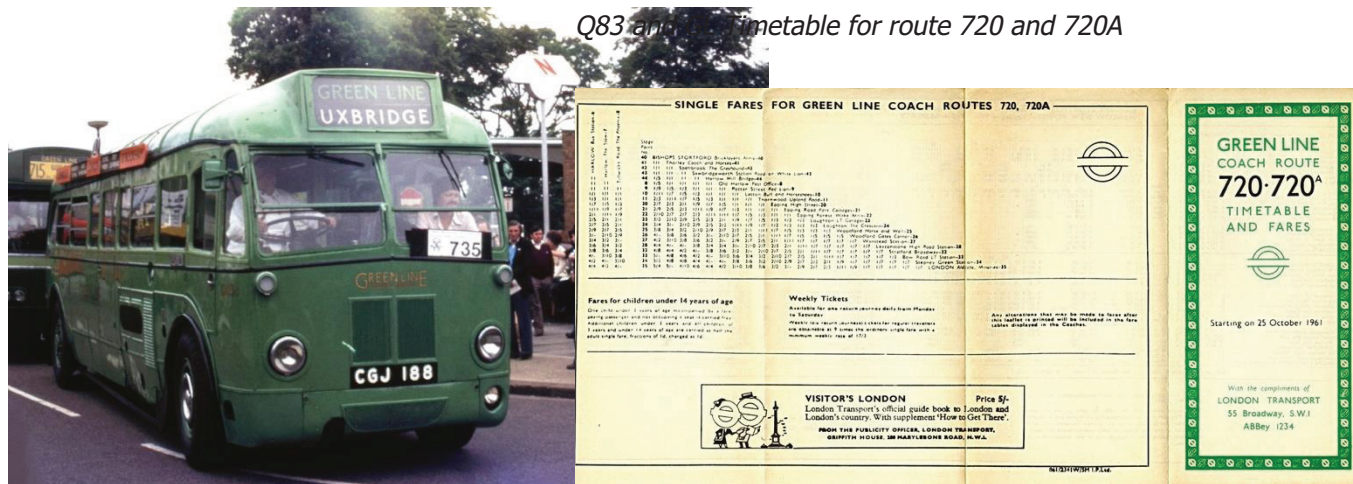
Martyn Hunt

In July 1930 the London General Omnibus Co set up Greenline Coach Services which in 1933 was renamed the London Passenger Transport Board itself being re-named to London Transport Executive in 1948. Greenline operated routes in the 700 numbered series and generally working from Aldgate bus station and radiating to areas usually within 40 miles of the capital, my route in Hertfordshire was 720 which worked to/from Aldgate terminating at Bishops Stortford (Bricklayers Arms).



In the early years a selection of single deck coaches operated services, a premium fare being charged over the umbrella company of London Transport Country areas.

When war was declared all Greenline (GL) services were suspended and many of the fleet were converted to Ambulances and placed at Central Area London Transport garages, on cessation of hostilities GL services re-commenced in February 1946.



Come the 1950s the fleet was ageing and new single deck coaches of the RF (Regal Four) class were introduced-these being bodied by Metro-Cammell Carriage Wagon (MCCW) in Birmingham with an AEC chassis from their Southall works, the 1950s also saw introduction of double deck vehicles from the RT (Regent Type) class with either Weymann or Park Royal bodies-the RFs and RTs were usually fitted with high geared differentials to enhance they speeds over the distances that needed to be covered.



TF77 - Greenline 50 1980 Event



T448 and T504 - Greenline 50 Event

Come the late 1960s some RFs were modernised - however some of these had a minimal lifespan of only 18 months - the rest invariably scrapped, however, some entered the early days of preservation.



*Weymann bodied Greenline RT 3254 at Amersham
bus running day 6th October 1996*



RF43 RF113

The RTs were replaced by the Park Royal bodied AEC chassis RMC (Routemaster Coach) double decker's these also fitted with high geared diffs and with the luxury of platform doors and luggage racks (mind your heads!!).

Come 1970 and the National Bus Company appeared on the scene Greenline services continued under London Country Bus Services (LCBS) but split into four areas North East, North West, South East and South West, and into the 1980s when privatisation changed the face of bus operations (and many other situations). But that's another story.



RMCs an RF and RTs at Harlow bus garage 1967

So, on the 13th July 1980 and a celebration of Greenline services, a bus rally was organised at Crawley with any bus operator whether national or municipal were invited to attend.

In the next TM, I will cover how Ipswich bus vehicles took part in the Greenline 50 event.

**All photos in this article courtesy of
Martyn Hunt**

Local Meetings and Events ...

Martyn Hunt

| | | | |
|-------------------------------|--|--|---|
| 29th May 7.30pm | Ipswich & District Historical Transport Society David Kerridge 01473 424904 | Salvation Army Citadel 558 Woodbridge Road, Ipswich | Presentations by members of the Norfolk Railway Society |
| 7th June 7.30pm | Martlesham Heath Aviation Society Howard King 01473 274300 | Martlesham Community Centre Martlesham Heath | From a Hard Place to a Rock by Timandra Slade |
| 26th-27th May | Mid Suffolk Light Railway 01449 766899 | Mid Suffolk Light Railway | Middy in the 40's - see MSLR website for details |
| 15th June 10.00am-4.00pm | Ipswich Transport Museum | Cobham Road, Ipswich | Ipswich Transport and Model Festival - see ITM website for details |
| 7th July | Mid Suffolk Light Railway 01449 766899 | Mid Suffolk Light Railway | Land Rover Day - see MSLR website for details |
| 25th-26th August | Mid Suffolk Light Railway 01449 766899 | Mid Suffolk Light Railway | Model Mania and Hornby Collectors Days - see MSLR website for details |
| 26th August 11.00am-4.00pm | Ipswich Transport Museum | Cobham Road, Ipswich | ADX 63B 60th Birthday - see ITM website for details |
| Until 27th October | Martlesham Heath Aviation Society 07707 711104 | Martlesham Heath Control Tower / Museum | Control Tower open Sunday afternoons - see MHAS website for details |
| May-July | Ipswich Transport Museum 01473 715666 enquiries@ipswichtransport museum.co.uk | Ipswich Transport Museum Cobham Road, Ipswich | Museum OPEN on selected dates - see ITM website |

www.ipswichanddistricthistoricaltransportociety.co.uk
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Last Few ...

IDHTS 60th Anniversary Limited Edition Mug (£7.50)

**(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)**

