

BRITISH RAILWAYS in ESSEX

The following black and white photographs of railways in Essex are available from Hugh Davies, Apartment 8, Caesar's Place, Ockford Road, Godalming, Surrey GU7 1QW. For current prices and details of many other lists available please see booklet PL. Please always send a large, stamped, addressed envelope and 40p per list. Stamps are acceptable. Postcard size prints are normally available from stock. Larger size prints are only made against specific orders.

All photographs are taken by Hugh Davies and other members of the Railway Enthusiasts' Club (the REC) between 1946 and 1968 and the great majority have never been published. Indeed we shall be continuing to identify negatives, many thousands of them, over the next few years - negatives that have never before been printed, let alone published - so if you don't see what you want here, please keep in touch. What you require may feature in a future amendment or a new subject list.

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New additions in this issue are highlighted in red

UPMINSTER - GRAYS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
109B and 109C	Two-car diesel set on the branch near Ockendon (two views)	3 March 1957

LONDON, TILBURY AND SOUTHEND AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4235	Ex-LT&S 3F 0-6-2T 41989 broadside $\frac{3}{4}$ in steam at Tilbury shed	
4338	Ex-LT&S preserved <i>Thundersley</i> amid crowd of admirers during RCTS Centenary special at Shoeburyness	11 Feb 1956
4339A	EMU set E75002 at Southend Central, when new, during the LT&S Centenary celebrations	11 Feb 1956
4342A	Crowd scene at Southend Central during LT&S Centenary celebrations: <i>Thundersley</i> on train for Liverpool Street direction behind people	11 Feb 1956
4342B	As 4342A but taken from above, therefore better view of <i>Thundersley</i> , also EMU E75002 on adjacent track	11 Feb 1956
4343A	BR 4-6-2 70038 <i>Robin Hood</i> on display at Southend Central	
4343B	<i>Thundersley</i> close-up, broadside $\frac{3}{4}$	11 Feb 1956
4344	Preserved LT&SR bogie coach No.283: $\frac{3}{4}$ view	
4349A	Coaching stock, ex-LT&S	
4352A	Shoeburyness station exterior: road approach, steam locomotive just visible over fence	
4352B	Bogie clerestory coach (unidentified) in departmental use	
4355A	Ex-LT&S <i>Thundersley</i> on RCTS special for Fenchurch Street	11 Feb 1956

4381	LT&S No.80 <i>Thundersley</i> (preserved) on RCTS LT&S Centenary special at Tilbury: head-on view of locomotive running round train at Shoeburyness	11 Feb 1956
5058A	<i>Thundersley</i> with LT&SR Centenary special arrived at Southend Central - more people than locomotive	
5058B	Overall view of Southend Central from above, with much steam	
5132B	BR Class 4 2-6-4T 80135 with the RECs Saracen's Head rail tour at Tilbury Riverside. $\frac{3}{4}$ head-on view of locomotive and train, with cranes in the background	15 June 1957
5366	Restored LT&S 2-4-2T <i>Thundersley</i> , $\frac{3}{4}$ broadside view showing bunker end. In steam; carries "Bishopsgate" destination board.	
5367	Restored LT&S 2-4-2T No.80 <i>Thundersley</i> head-on with special train. Destination board "Fenchurch"	
5368	Restored LT&S 2-4-2T No.80 <i>Thundersley</i> , $\frac{3}{4}$ view from smokebox end, in steam. Destination board "Gravesend"	
5369	Restored LT&S 2-4-2T No.80 <i>Thundersley</i> with restored stock at Southend Central. Locomotive being cleaned	
9238	Ex-LT&S Class 79 4-4-2T (BR Class 3P) 41965 in store in the yard at Plaistow MPD	Jan 1951
B123/4	Two-car DMU arriving at Laindon, Essex	7 Sept 1958
B123/5	Two-car DMU standing at the platform at Laindon station, viewed from above	7 Sept 1958
B123/6	BR class 4 2-6-4T 80069 on the 5.25pm train ex-Fenchurch Street on arrival at Upminster	7 Sept 1958
B123/7	LMS class 4F 0-6-0 44298 with a Southend train near Dunton East box; head-on $\frac{3}{4}$ view from above	14 Sept 1958
B123/8	LMS class 6P 2-6-0 42870 restarting from Laindon outer home signal with a special train from Watford	14 Sept 1958
B123/9	LMS class 4F 0-6-0 44297 approaching Laindon with a passenger train; $\frac{3}{4}$ view	14 Sept 1958
B123/10	Stanier class 4 2-6-4T 42513 approaching Laindon with a passenger train, bunker-first	14 Sept 1958
B123/11	Stanier class 4 2-6-4T 42519 arriving at Laindon chimney-first with the 10.40am from Fenchurch Street; $\frac{3}{4}$ views	14 Sept 1958
B123/12	LMS class 4F 0-6-0 44250 passing Basildon station site with a train for Southend; on embankment, viewed over field	14 Sept 1958
B124/1	Stanier class 5 4-6-0 44984 on a special train for Southend at Church Road Bridge, between Laindon and Pitsea; $\frac{3}{4}$ view	14 Sept 1958
B124/2	Stanier class 4 2-6-4T 42528 with the 11.47am from Fenchurch Street near Church Road bridge, between Laindon and Pitsea	14 Sept 1958
B124/3	The 12.10pm departure from Shoeburyness hauled by unidentified locomotive at Timberlog Lane, between Pitsea and Laindon; $\frac{3}{4}$ view from above	14 Sept 1958
B124/4	Fairburn class 4 2-6-4T 42220 bunker-first with the 12 noon from Fenchurch Street passing Basildon signal box (some years before the station was built); near head-on view from bridge	14 Sept 1958
B290/10	Steam-hauled train at speed on the LT&S "under the wires" before electrification was switched on	
B290/11	Stanier class 4 2-6-4Ts 42528 and 42522 in the yard at Shoeburyness	

B290/12 Poor view of steam-hauled train on the LT&S going away from the camera "under the wires" immediately before electrification

EPPING – ONGAR (LONDON TRANSPORT) – ER STEAM

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2317A	2-coach train at Blake Hall	
S2317B	67200 and 2-coach train at Blake Hall (much steam)	
2317C	67202 with train, wreathed in steam and smoke, in siding at Ongar	
2318A	Ongar: signal box and water tower, with train approaching	
2318B	Ongar: locomotive pushing train into platform	
2318C	Ongar: platform view with train	
2319A	View from side of locomotive on train in 2318B and 2318C looking towards other train further up platform and about to depart	
2319B	Train crossing viaduct just outside Ongar	
2319C	67218 on train by Ongar signal box	
2320A	Ongar station: overall view of station buildings with train at platform	
2320B	View from buffer stops end of two steam trains in the platform at Ongar	
2320C	67200 on train at speed (plenty of steam exhaust)	
2366A	Class F5 2-4-2T (much steam) alongside Central Line train at Epping	1957
2366B	Similar to 2366A, slightly different angle	1957
2366C	Epping station from footbridge: steam train for Ongar and Central Line train side-by-side (from Central Line train side of bridge)	1957
2367A	Similar view to 2366C but from Ongar train side; good view of station buildings	1957
2367B	2-4-2T 67202 and train at Epping	1957
2367C	2-4-2T 67200 and train at North Weald	1957
2368A	2-4-2T's 67200 and 67202 side-by-side on trains passing at North Weald	1957
2368B	As 2368A but trains just pulling away (much steam)	1957
2368C	2-4-2T 67218 on two-coach Ongar branch train at speed ($\frac{3}{4}$ broadside)	1957
4256A	North Weald station, showing signal box	
4256B	Two Class F5 2-4-2T's side-by-side with trains passing at North Weald	
4257A	2-4-2T hauled train at speed between Epping and Ongar: $\frac{3}{4}$ head-on view train entering wooded cutting	
4257B	As 4257A (locomotive here is 67200) but not in cutting	
4258A	Steam train about to leave Ongar	
4258B	Above train leaving Ongar	
4566A	LT Central Line train and Class F5 67202 on the adjacent tracks at Epping	
4578A	Two-coach steam train leaving Blake Hall, showing station platform and building: train going away from camera	
4578B	Two-coach steam train approaching Blake Hall ($\frac{3}{4}$ view, locomotive chimney-first)	

5757A	North Weald station with class F5 67200 on train. Signal box behind train.	1957
5757B	Class F5 67202 on train (only locomotive visible) at Epping	1957
B27/2	View from Ongar station platform looking towards Epping, with signal box on left and water tower on right; no signs yet of electrification	1955
B27/3	Ongar station on a wet day, looking along the platform towards Epping with train at platform about to leave, and another train shunting into position for next departure	1955
B27/4	Ongar station from the road approach	1955
B27/5	Epping station viewed from the overbridge with steam train for Ongar in platform 1 and Central Line train in platform 2	1955
C604	London Transport Central Line train and steam train for Ongar alongside one another at Epping station; loco is class F5 2-4-2T 67202	6 Oct 1957
C629	Ongar station, London Transport; view from the platform looking towards Epping, with steam train just departing; shows signal box and water tower	16 Nov 1957
C630	Blake Hall station on the Epping – Ongar line with steam passenger train at the platform	16 Nov 1957
C631	Steam-hauled train at speed near Blake Hall on the Epping – Ongar line; $\frac{3}{4}$ view of whole train	16 Nov 1957
C632	2-4-2T with two-coach train at North Weald on the Epping – Ongar line of London Transport	16 Nov 1957
C633	Ongar station, looking towards the buffer stops, with 2-4-2T 67202 at the end of the line; also showing LTE mobile canteen and GER nameboard	16 Nov 1957

CHESHUNT to BISHOPS STORTFORD

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4067	Holden J17 0-6-0 heading north on the down line over the level crossing at Sawbridgeworth during shunting operations	
4092	Britannia 4-6-2 70034 <i>Thomas Hardy</i> with passenger train (first vehicle ex-GE) passing Sawbridgeworth	Early 1950's
5072B	Class J19 0-6-0 64656 on RCTS special train at Bishops Stortford ready to depart for the Braintree branch	10 Aug 1958
B84/12	Overall view of Bishops Stortford station taken from road overbridge; no trains	28 April 1956
B85/1	J17 class 0-6-0s 65504 and 65545: former nearest camera, and viewed $\frac{3}{4}$ from smokebox end; other loco is beyond. Taken at Bishops Stortford.	28 April 1956

SOUTHMINSTER BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4546A	DMU arriving at Althorne (Southminster branch) showing signal box, etc.	

MALDON WEST - WOODHAM FERRERS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
111C	Road overbridge at Cold Norton on former line between Maldon West and Woodham Ferrers	3 March 1957
112A	Maldon West station, disused, track in position	3 March 1957
112C	View through tunnel at Maldon West	3 March 1957
2019C	68628 running round two coaches of special passenger train at Maldon West	6 April 1957
2020A	Locomotive (bunker first) on train at Maldon West, looking towards tunnel	6 April 1957
2020B	68628 on special train at Maldon West	6 April 1957
5171A	Class J67/2 0-6-0T 68628 running round its special passenger train at Maldon West: shows tunnel mouth and station building above, with few passengers in sight	6 April 1957
B19/10	The road frontage to Maldon West station after closure to regular passenger services	1954
B19/11	Maldon West station, looking along the tracks through the platforms to the tunnel beyond; shows station building above tunnel entrance	1954
B91/8	J67/2 class 0-6-0T 68628 bunker-first on two-coach train at Maldon West prior to departure for Maldon East and Witham; shows station platforms, tunnel taking former line to Woodham Ferrers and station building on top of tunnel entrance	6 April 1957
T105/4	The short tunnel at Maldon West with the station building above, taken from the station platform	6 April 1957
T105/5	68628 with special train of two coaches at Maldon West (lots of smoke)	6 April 1957
T105/6	68628 with one coach of its train only in view at Maldon West	6 April 1957

BISHOPS STORTFORD (exclusive) to WITHAM (exclusive) via DUNMOW

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B18/10	Class F5 2-4-2T 67191 running round its train at Braintree ready for the return journey to Witham; overall view of the station, featuring footbridge	1954
B18/11	Class F5 2-4-2T 67191 coupled up to its two-coach train at Braintree ready for the trip to the junction at Witham; close-up view of loco from bunker end, also shows both coaches	1954
B19/1	The two-coach branch train leaves Braintree for Witham; train going away from camera; looking east with turntable visible on right of picture; shows track layout	1954
B19/2	The station and its signal box at Braintree and Bocking; good ¾ view; no train	1954
B19/3	Looking in the Dunmow direction from the footbridge at Braintree station; some passenger stock standing on former second running line	1954
B19/4	The road frontage to Braintree station	1954
B19/5	Two coach set standing in Braintree station; ¾ view	1954

B19/7	Class F5 2-4-2T 67215 ¾ view light engine at Braintree	1954
B85/2	J17 class 0-6-0 65535 shunting with the branch freight train at Takeley, between Bishops Stortford and Braintree	28 April 1956
B85/3	J17 class 0-6-0 65508 tender-first with the 9.30am freight train from Braintree to Bishops Stortford leaving Dunmow	28 April 1956
B85/4	J17 Class 0-6-0 65535 with a freight train from Bishops Stortford in the station at Dunmow; shows signal box	28 April 1956
B85/5	A freight train from Bishops Stortford to Braintree in the station at Rayne; viewed from the west end, with brake van of train nearest camera and loco not visible; shows station building, signal and (in distance) the signal box	28 April 1956
B85/6	The platform and station buildings at Rayne, with freight train on left of picture	28 April 1956
B85/7	Class J68 0-6-0T 68662 shunting in the goods yard at Braintree; close-up ¾ view	28 April 1956
B86/11	Passengers boarding an excursion train to Clacton at Dunmow station on the line from Bishops Stortford to Braintree, which had been closed to regular passenger traffic in 1952	20 May 1956
C389	View along the platform at Dunmow, looking towards signal box, with freight train at the platform	6 April 1957
C390	J15 class 0-6-0 65147 entering White Notley with a passenger train for Braintree; photo taken from platform with signal box on right of picture	6 April 1957
C391	Loco and brake van at the platform at the platform at Rayne station, between Braintree and Bishops Stortford	6 April 1957
C392	J17 class 65555 with a freight train at the platform at Felstead station, between Braintree and Bishops Stortford	6 April 1957
C393	View from the footplate of J17 class 0-6-0 65555 as it approaches Felstead with a freight train from Bishops Stortford to Braintree; shows station track layout	6 April 1957
C394	Freight stock, including the regular freight train without its loco, in the station at Dunmow	6 April 1957
C395	View from the brake van of a freight train from Bishops Stortford to Braintree as it approaches Dunmow	6 April 1957
C396	Takeley station viewed from the brake van of a departing freight train	6 April 1957
C397	The grass-grown remains of Hockerill Halt, the first stop out of Bishops Stortford on the line to Witham. The halt served the nearby golf course from 1910 until the 2 nd world war. The siding beyond the overbridge served a Government cold storage depot from 1942 until 1967	6 April 1957
X534	EMU at the platform at Braintree station, viewed from the opposite side of the line from the station itself	1990
X592	Rayne station, on the line between Bishops Stortford and Braintree after closure and removal of track	

WITHAM AREA, including the Maldon East Branch

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
1561	J67/2 class 0-6-0T 68628 bunker-first standing at the platform at Maldon East after arrival from Witham and prior to departure for Maldon West with a two-coach train for the REC	6 April 1957
1566	Two carriages that formed the stock of the REC special train to Maldon West; the vehicle on the right, which was specially chosen, was an ex- GER open brake 3 rd bogie coach converted from an ambulance coach after the First World War (an informative leaflet about this vehicle, including a scale drawing, is available when you order the photo, at no extra charge; please ask for Supplementary Information leaflet No.1)	6 April 1957
2103C	64774 passing Witham with van train	6 April 1957
2104A	68628 on two-coach special train about to leave Witham for Kelvedon	6 April 1957
4250A and 4250B	Two views of ex-GE J15 0-6-0 on 3-coach train from Witham to Maldon East, at Wickham Bishops	Pre-1956
4545B	Maldon East station exterior taken from the road approach	
5048A	Wooden-sided bogie coach E62450E, end-labeled "Witham to Maldon" (¾ broadside full view)	
5787	0-4-0 railbus leaving Maldon East for Witham	
B19/6	Class F5 2-4-2T 67215 heading the Maldon East branch train at the platform at Witham	1954
B19/8	Maldon East station, looking along the platform towards the buffer stops; branch passenger train with loco (unidentified) nearest camera	1954
B19/9	The road frontage to Maldon East station	1954
B50/12	Maldon East with the 4.30pm for Witham, formed of vintage stock, at the platform; ¾ view with bay platform line in foreground	1 Aug 1955
B91/6	J67/2 class 0-6-0T 68628 bunker-first standing at the platform at Maldon East after arrival from Witham and prior to departure for Maldon West with a two-coach train for the REC	6 April 1957
B91/7	J67/2 class 0-6-0T 68628 running round its train at Maldon East prior to departure for Maldon West	6 April 1957
C398	Class J67/2 0-6-0T 68628 at the platform at Maldon East with a two-coach train for the REC bound for Maldon West; good ¾ view of whole train, the engine carrying no headboard at this time	6 April 1957
T108/5	Class J69 0-6-0 with two-coach REC special train for Maldon West in the station at Maldon East	6 April 1957
T108/6	As T108/5 but taken from further away, and including the signal box	6 April 1957
X533	¾ view of the impressive multiple-arched road frontage to Maldon East station	
X542	J69 class 0-6-0T 68628 with two-coach train at the platform at Maldon East	6 April 1957
X545	J69 class 0-6-0T 68628 ¾ view light engine at Maldon East	6 April 1957
X546	J69 class 0-6-0T 68628 jut arrived bunker-first with a two-coach REC special train at Maldon East	6 April 1957

KELVEDON – TIPTREE – TOLLESBURY including main line in the Kelvedon area

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
113B	Tiptree station	3 March 1957
113C and 114A	Feering Halt and level crossing (two views)	3 March 1957
114B	Feering Halt, looking East	3 March 1957
114C	Down express hauled by 70037 passing Kelvedon	3 March 1957
117A	65443 on special passenger train of open wagons at Tiptree	6 April 1957
1541	REC special train on the Tiptree and Tollesbury branch, formed of open wagons, approaching Kelvedon on its return journey; view from one of the wagons looking along the line towards the junction	6 April 1957
1549	Class J15 0-6-0 65443 heading an REC special train of brake vans and open wagons on the branch from Kelvedon; $\frac{3}{4}$ view of loco	6 April 1957
1551	Antiquated GER semaphore signals at Kelvedon	6 April 1957
1563	Griff Evans, then responsible for train headboards for the REC, fixes a small board on the tender of J15 class 0-6-0 65443 at Tiptree prior to the return journey to Kelvedon	6 April 1957
2017A	65443 with stock of REC special train to Tiptree and Maldon West at Kelvedon	6 April 1957
2017B	65443 shunting the train of open wagons for Tiptree, at Kelvedon	6 April 1957
2017C	61317 on up train passing Kelvedon	6 April 1957
2018A	65443 on special train of open wagons in platform at Kelvedon	6 April 1957
2018B	65443 on special train to Tiptree at Feering Halt (halt itself not visible)	6 April 1957
2018C	65443 on special train at Tiptree (similar to 117A)	6 April 1957
2019A	View along open wagons during the journey	6 April 1957
2104A	68628 on two-coach REC special train about to leave Witham for Kelvedon	6 April 1957
S/2104B	Up train passing Kelvedon	6 April 1957
2104C	E62450E bogie brake open at Kelvedon	6 April 1957
4313	Ex-GER open brake 3rd bogie coach converted from an ambulance coach after the First World War: photographed at Kelvedon. (An informative leaflet about this vehicle, including a scale drawing, is available for 10p + SAE. Ask for Supplementary Information Leaflet No.1)	6 April 1957
4323	Class J15 0-6-0 65443 with REC special train of two brake vans and three open wagons on the Tiptree branch	6 April 1957
4545A	Tollesbury station, looking towards Kelvedon: building standing, platform visible, but track removed	
5048B	Kelvedon signal box, $\frac{3}{4}$ view	
5171B	Class J15 0-6-0 65443 with REC special train of open wagons at Tiptree (similar to 117A)	6 April 1957
5416	J15 Class 0-6-0 65443: head-on view of REC special train at Feering Halt, Tollesbury branch	6 April 1957
B91/1	Ex-GER open brake third bogie coach E62450E, converted from an ambulance coach after the first world war, together with another bogie coach, standing at Kelvedon	6 April 1957
B91/2	Class J15 0-6-0 65466 $\frac{3}{4}$ view standing in the yard at Kelvedon	6 April 1957

B91/3	Class J15 0-6-0 65443 with REC special train of open wagons at Feering Halt on the Tollesbury branch; head-on $\frac{3}{4}$ view	6 April 1957
B91/4	Class J15 0-6-0 65443 $\frac{3}{4}$ view looking forward from alongside tender, on the Tollesbury branch	6 April 1957
B91/5	Class J15 0-6-0 65443 with REC special train of open wagons at Tiptree on the branch from Kelvedon; $\frac{3}{4}$ head-on view	6 April 1957
C386	J15 class 0-6-0 65443 running round its train of open wagons at Tiptree, then terminus of the branch from Kelvedon which formerly ran through to Tollesbury Pier	6 April 1957
C387	J15 class 0-6-0 65443 with a special train of open wagons for the REC near Tiptree on the branch from Kelvedon; $\frac{3}{4}$ view	6 April 1957
C388	Head-on view of J15 class 0-6-0 65443 with an REC special train at Feering Halt on the Tiptree branch from Kelvedon	6 April 1957
T30/1	The two coaches forming the stock for the REC special train to Maldon West standing in the station at Kelvedon	6 April 1957
T106/1	View from open wagon looking towards brake van, with Kelvedon station in distance, on the REC special train to Tiptree	6 April 1957
T106/2	REC special train of open wagons at Feering Halt Tiptree branch: passengers detraining with the aid of ladders	6 April 1957
T106/3	Class J15 65443 with REC special train at Feering Halt. Better view of locomotive than halt or train	6 April 1957
T106/4	View from open wagon to forward brake van during the journey on the Tiptree branch	6 April 1957
T106/5	View from open wagon looking back down the train during the trip on the Tiptree branch	6 April 1957
T106/6	J15 0-6-0 65443, $\frac{3}{4}$ view from tender end: most of tender not on negative	6 April 1957
T107/1	J15 0-6-0 with REC special train of open wagons at Tiptree	6 April 1957
T107/2	As T107/1 but further away and more passengers in view	6 April 1957
T107/3	J15 0-6-0 65443 running round its train at Tiptree	6 April 1957
T107/4	Changing the headboard at Tiptree, REC special train	6 April 1957
T107/5	Station buildings at Tiptree, taken from the train	6 April 1957
T107/6	Looking back to the platform and buildings at Tiptree as the special train departs for Kelvedon	6 April 1957
T108/1	Car waiting at level crossing as special train passes	6 April 1957
T108/2	Passengers in open wagons, Tiptree branch	6 April 1957
T108/3	View from open wagon down train to locomotive, special train on the Tiptree branch	6 April 1957
T108/4	View looking forward to locomotive as special train from Tiptree approaches main line at Kelvedon	6 April 1957
X578	J15 class 0-6-0 65443 with an REC special train of open wagons on the Kelvedon – Tiptree line; $\frac{3}{4}$ view	6 April 1957
X579	Passenger train at Kelvedon Low Level on the branch to Tiptree and Tollesbury Pier; the branch closed to passengers on 7 May 1951 so this picture was taken well before then	Prior to 1951
X584	J15 class 0-6-0 65443 with an REC special train of open wagons for Tiptree at Kelvedon Low Level	6 April 1957

COLCHESTER AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
100B	62797 at Colchester	30 Sept 1956
4560A	Class E4 2-4-0 62797 with REC special train at Colchester (good $\frac{3}{4}$ view of locomotive)	30 Sept 1956
4560B	Class B12 4-6-0 61576 on arrival at Colchester with REC <i>Suffolk Venturer</i> special from Liverpool Street. Good $\frac{3}{4}$ view of locomotive	30 Sept 1956
4891	Class B17/6 4-6-0 61636 <i>Harlaxton Manor</i> with train in the platform at Colchester	
5179	Colchester St. Botolphs, prior to electrification: $\frac{3}{4}$ view of platform and canopy taken from concourse	
C248	Class B12 4-6-0 61576 on arrival at Colchester with the REC <i>Suffolk Venturer</i> special train; $\frac{3}{4}$ view	30 Sept 1956
C249	E4 class 2-4-0 62797 at Colchester, having just taken over the REC <i>Suffolk Venturer</i> special train; $\frac{3}{4}$ view	30 Sept 1956
C1486	BR standard 4-6-2 70009 <i>Alfred the Great</i> at Colchester with a Clacton to Liverpool Street train	26 March 1959
C1487	Class B1 4-6-0 61279 about to leave Colchester for Liverpool Street; $\frac{3}{4}$ view from platform with train about to go away from camera; signal box on left centre of picture	26 March 1959
C1502	Class B1 4-6-0 61311 leaving Colchester with a troop special for Liverpool Street; head-on $\frac{3}{4}$ view	28 March 1959
C1503	BR standard 4-6-2 70030 <i>William Wordsworth</i> leaving Colchester with the 2.30pm ex-Clacton for Liverpool Street; $\frac{3}{4}$ view of whole train	28 March 1959
C2558	B1 class 4-6-0 61279 leaving Colchester for Liverpool Street with passenger train	26 March 1959
W1129	B1 class 4-6-0 61576 at Colchester with the REC <i>Suffolk Venturer</i> $\frac{3}{4}$ view	30 Sept 1956
W1130	E4 class 2-4-0 62797 at Colchester, having taken over the REC <i>Suffolk Venturer</i> $\frac{3}{4}$ view	30 Sept 1956

THORPE-LE-SOKEN to CLACTON

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
336C	61663 standing at Thorpe-le-Soken with train for Clacton	23 Aug 1958
337A	61663 as above, but near head-on view	23 Aug 1958
B86/12	Overall view of Clacton shed yard; locomotives in view include B17/4 61672 <i>West Ham United</i> ; B17/1 61630 <i>Tottenham Hotspur</i> ; and D31 62067.	20 May 1956
C1521	B1 class 4-6-0 61119 at Thorpe le Soken with the 9.33am from Liverpool Street to Clacton	11 April 1959
C1522	BR class 7MT 4-6-2 70037 <i>Howard the Wake</i> at the platform at Thorpe le Soken with the 12noon Clacton to Liverpool Street	11 April 1959

COLNE VALLEY and LONG MELFORD AREAS

Ref number	Description	Date taken (where known)
4339B	Class 2 2-6-0 46467 with freight train at Halstead (CV&H)	
4340A	Train arriving (locomotive bunker-first) at Chappel and Wakes Colne	
4340B	Sible and Castle Hedingham: view of station from freight train with 46466 on train about to pass	
4549A	Long Melford station, viewed from footbridge with train hauled by Brush type 2 diesel in one platform and Craven-built DMU in the other: water tower, signal box and junction beyond	
4549B	As 4549A but viewed from platform (locomotive not in view)	
S/4852	Two-car Wickham DMU bound for Long Melford at Cockfield, between Bury St. Edmunds and Long Melford	
4853	Yeldham station: ¾ view of platform and station buildings taken from track	
4854	Sible & Castle Hedingham: view along platform showing station building, etc.	
4855	Sible & Castle Hedingham: close-up of station building under canopy	
4856	Sible & Castle Hedingham: overall view of signal box passenger station and platform, taken from the goods yard	
4857	Haverhill North with DMU's at both platforms, one bound for Cambridge, the other for Sudbury. Good view of footbridge	
4858	Sible & Castle Hedingham: diesel-hauled freight train stopped by the platform	
4859	White Colne station with old carriage body in use as station building: diesel-hauled freight train just arriving	
5072A	Class J15 0-6-0 65440 on RCTS special train at Marks Tey having taken over from 64656 which brought the train from Bishops Stortford via Braintree and reversed at Witham	10 Aug 1958
5134A	Bures station building and exterior view of station	
5134B	Class J15 0-6-0 6391 on passenger train ready to leave the branch platform at Marks Tey	
5135A	Chapple Viaduct: commemorative stone plaque of 1847 in the viaduct	
5135B	B2 class 4-6-0 61603 on passenger train at Chappel and Wakes Colen	
7030B	Sudbury station, Suffolk, with two-car DMU at the platform	
B50/4	Railway bridge over the river Stour at Clare, Suffolk	1 Aug 1955
B50/5	Clare station, Suffolk; ¾ view of road frontage when station open for both passengers and freight	1 Aug 1955
B50/6	Class B17/4 4-6-0 61666 <i>Nottingham Forest</i> arriving at Clare (Suffolk) with the 11.38am Colchester to Cambridge, due to depart Clare at 12.44pm (it was right time this August Bank Holiday Monday!)	1 Aug 1955
B50/7	The yard at Haverhill (Colne Valley) when it was still in use for freight, looking towards the buffer stops. Shows water tower and goods shed.	1 Aug 1955

B50/8	The former Colne Valley and Halstead terminus at Haverhill South looking towards the buffer stops end from the goods yard area, and particularly showing the remains of the passenger platform, which was used until CV&H trains were diverted into the Great Eastern station at Haverhill	1 Aug 1955
B50/9	Class E4 2-4-0 62794 arriving at Haverhill with a passenger train when this was the junction for the Colne Valley and Halstead line; ¾ head-on view of whole train	1 Aug 1955
B50/10	Class E4 2-4-0 62794 leaving Haverhill with the 2.18pm to Colchester via Long Melford and Marks Tey, viewed from the station footbridge; train going away from camera; shows goods sidings	1 Aug 1955
B50/11	Class E4 2-4-0 62794 arrived at Marks Tey with a train from Cambridge to Colchester via Haverhill and Long Melford; due to depart Marks Tey at 3.31pm. Class J15 0-6-0 65456 is taking water on right of picture	1 Aug 1955
C1488	B17 class 4-6-0 61666 <i>Nottingham Forest</i> at Marks Tey with the 1.48pm Colchester to Cambridge train; ¾ view of loco only; stock not visible due to curve of platform	26 March 1959
C1501	View from carriage window of platform and station buildings at Yeldham on the Colne Valley & Halstead line	28 March 1959
J871	B2 class 4-6-0 61668 <i>Bradford City</i> entering Long Melford with a passenger train, featuring end view of Junction signal box	22 May 1959
J872	B2 class 4-6-0 61668 <i>Bradford City</i> leaving Long Melford with a passenger train	22 May 1959
J873	Class J15 0-6-0 65477 arriving tender-first with branch train from Bury St. Edmunds at Long Melford, viewed from elevated position	22 May 1959
J1470	Yeldham station on the Colne Valley and Halstead line with loaded wagons	21 Jan 1961
J1471	Sible and Castle Hedingham station, overall view	21 Jan 1961
J1742	Halstead station, ¾ view looking south	21 Jan 1961
J1743	Haverhill station with DMU at the platform	21 Jan 1961
J1474	Haverhill station with DMUs at both through platforms	21 Jan 1961
J1475	Diesel-hauled goods train at the platform at Sible and Castle Hedingham	21 Jan 1961
J1476	Diesel-hauled goods train at the platform at Earls Colne	21 Jan 1961
J1477	Earls Colne station viewed from the verandah of a goods brake van on a departing goods train	21 Jan 1961
J1478	Diesel-hauled goods train about to leave White Colne	21 Jan 1961

AUDLEY END - BARTLOW

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
334C	0-4-0 German-built railbus at Audley End (destination blind reads "Saffron Walden")	23 Aug 1958
335A	0-4-0 railbus from Bartlow arriving at Audley End	23 Aug 1958
335B	Railbus interior view, standing at Bartlow	23 Aug 1958
335C	Railbus standing at branch platform at Bartlow looking down footpath from Haverhill line platform (shows oil lamps on posts)	23 Aug 1958
336A	61613 arriving at Bartlow with train of mixed stock	23 Aug 1958

336B	Ex-GER J15 0-6-0 65456 arriving at Bartlow with Haverhill train via Clare, showing signalman with tablet	23 Aug 1958
5577B	Bartlow station: view down the footpath from the Cambridge line platform to the Saffron Walden branch platform, with railbus standing at the latter	
5588A	Bartlow station: view down the footpath linking the Cambridge line platform with the Saffron Walden branch platform. Railbus at the latter. This view looks straight down the centre of the footpath (5577B is at a slight angle)	
5588B	0-4-0 railbus in the branch platform at Bartlow, showing hut (waiting shelter) on platform. $\frac{3}{4}$ view from track level.	
5610A	Four-wheel railbus from Audley End in the branch platform at Bartlow, looking along platform towards Audley End, therefore almost head-on view of railbus	
B50/1	Audley End station: the impressive road frontage; good $\frac{3}{4}$ view	1 Aug 1955
B50/2	Class E4 2-4-0 62790 with passenger train for Colchester via Long Melford standing at the platform at Bartlow; good close-up $\frac{3}{4}$ view; locomotive blowing off, vintage stock	1 Aug 1955

SHENFIELD (exclusive) to SOUTHEND VICTORIA via WICKFORD

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B86/10	Class B7 4-6-0 61370 leaving Wickford with the 4.18pm departure	13 May 1956

COLCHESTER (exclusive) to IPSWICH (exclusive) via MANNINGTREE

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5143A	Unidentified B17 4-6-0 with three-coach train in Brantham cutting, between Manningtree and Ipswich	
C1523	BR class 7MT 4-6-2 70041 <i>Sir John Moore</i> leaving Manningtree with a train for Norwich; $\frac{3}{4}$ head-on view with the station in the background	11 April 1959

THAMESHAVEN BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
W1093	Night-time picture: Ivatt class 2 2-6-0 46472 at Thameshaven with a special train for the REC; the lights of the refinery are in the background	26 Aug 1961

UNIDENTIFIED LOCATIONS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5143A	Unidentified B17 4-6-0 with three-coach train on double track at unidentified location in East Anglia ($\frac{3}{4}$ view of whole train from above)	
5143B	Unidentified B17 4-6-0 with passenger train at unidentified location	
5144B	Britannia Class 4-6-2 70008 <i>Black Prince</i> with six-coach train at speed ($\frac{3}{4}$ view, unidentified location)	
5147B	Bogie coach E22138E – $\frac{3}{4}$ view	

5348 Class N2/2 0-6-2T 69506 with LCGB special train at unidentified station

YOUR HELP WILL BE GREATLY APPRECIATED -- If you can identify the locations in unidentified pictures in any of my lists (including the above) do please write and let me know. If you are the first with the correct information you will be credited with the price of the print that you purchased. All these pictures were taken about 50 years ago and regrettably we didn't keep notes of all travels at the time. So by helping with identifications you will not just be helping me but all the other users of this service. Many thanks.