

BRITISH RAILWAYS in SUFFOLK

The following black and white photographs of railways in the above area is 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 Leaflet 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.

The majority of views are only available in black and white, but views with reference numbers with a W or MHW prefix are also available as 6"x 4" in colour.

This list and further information is available on our website www.photosfromthefifties.co.uk

New additions in this issue are highlighted in red, and tagged with '#' to aid searching

The following lists may also be of interest:

- List ESS: British Railways in Essex
- List LON: British Railways in North London
- List CAM: British Railways in Cambridgeshire
- List NOR: British Railways in Norfolk

HADLEIGH BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5152A	Exterior view of Hadleigh station building, when still open for freight	30 Sept 1956
5152B	E4 class 2-4-0 62797 with REC <i>Suffolk Venturer</i> special train paused at an intermediate point on its way down the branch from Bentley to Hadleigh	30 Sept 1956
5197	Hadleigh station building from the road approach (Similar to 5152A)	
5203	Capel station on the Hadleigh branch when in use for freight only. Level crossing over the A12 road beyond	
B213/1	Capel station on the Hadleigh branch with diesel loco D5544 standing at the platform with train of brake vans; viewed from level crossing	
B213/2	Hadleigh station viewed from the road approach	
B213/4	Diesel loco D5544 with the daily freight train at Hadleigh, to which have been added extra brake vans to carry railway enthusiasts	
C250	Side view, looking towards front end, of E4 2-4-0 62797 at Hadleigh	30 Sept 1956

C251	E4 class 2-4-0 62797 with the REC <i>Suffolk Venturer</i> special train at the platform at Hadleigh; near head-on view, also showing crane on platform. Good atmosphere despite passengers on platform	30 Sept 1956
C252	Looking along the track of the Hadleigh branch between Raydon Wood and Capel to E4 class 2-4-0 62797 stopped to raise steam whilst working the REC <i>Suffolk Venturer</i> special train	30 Sept 1956
W1131	Passengers re-boarding the REC <i>Suffolk Venturer</i> after an unscheduled photographic stop, caused by the locomotive running out of steam – due to poor quality coal	30 Sept 1956
W1132	E4 class 2-4-0 62797 at the platform at Hadleigh with the REC <i>Suffolk Venturer</i>	30 Sept 1956
W1133	¾ view of E4 2-4-0 with the REC <i>Suffolk Venturer</i> at Hadleigh, looking towards the end of the line	30 Sept 1956
W1306	Tail end of REC special train at Hadleigh, Suffolk	30 Sept 1956
X788 #	E4 class 2-4-0 62797 has run out of steam mid-country on the Hadleigh branch due to being fed with coal dust for working the REC <i>Suffolk Venturer</i> ; most of it went straight up the chimney! ¾ head-on view of loco	30 Sept 1956
X792 #	Good ¾ view of E4 class 2-4-0 62797 raising steam on the Hadleigh branch with the aim of avoiding problems on the main line stretch to Snape Junction	30 Sept 1956
X829 #	E4 class 2-4-0 62797 at the platform at Hadleigh. Good ¾ view of loco, also showing crane on platform	30 Sept 1956

HAUGHLEY TO IPSWICH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5142A	B17 4-6-0 61618 <i>Wynyard Park</i> on an up mixed freight train for Ipswich. ¾ view of whole train just north of Claydon	

IPSWICH AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5142B	Class DY1 diesel-mechanical No.11500, built by Hunslets train on the quayside line at Ipswich	
W1136	E4 2-4-0 62797 taking water at Ipswich with the REC <i>Suffolk Venturer</i> ; good view of locomotive	30 Sept 1956
X774 #	E4 class 2-4-0 62797 at Ipswich with the REC <i>Suffolk Venturer</i> special train; head-on ¾ view	30 Sept 1956
X795 #	E4 class 2-4-0 62797 near Westerfield, just east of Ipswich, hopefully raising steam in order to reach Snape; ¾ view of whole train	30 Sept 1956
X796 #	Similar view to X774	30 Sept 1956

MID-SUFFOLK LIGHT RAILWAY

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5201	Laxfield, terminus of the Mid-Suffolk Light Railway, shortly after closure. Track removed, grass-grown trackbed, but buildings still standing	

- 5214 Letterbox at Kenton Junction, Mid-Suffolk Light Railway: close-up view
- 5658A Stradbroke station, Mid-Suffolk Light Rly, after closure and removal of track, but station building virtually intact
- 5658B The Superintendent's office building at Laxfield, Mid-Suffolk Light Rly, after closure and removal of track. This was situated a few yards to the West of the main platform and building

SNAPE MALTINGS BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
100C	62797 and passenger train at Snape	30 Sept 1956
5157A	E4 Class 2-4-0 62797 with REC <i>Suffolk Venturer</i> special train at Snape Maltings (¾ broadside view of locomotive across field, taken from the south)	30 Sept 1956
5157B	As above, but ¾ close-up view of locomotive and most of train	30 Sept 1956
W1134	E4 2-4-0 62797 with the REC <i>Suffolk Venturer</i> at Snape; good view of train but only fields in background	30 Sept 1956
W1135	Similar to W1134	30 Sept 1956
W1324	E4 class 2-4-0 62797 with the REC <i>Suffolk Venturer</i> at Snape	30 Sept 1956
W1325	Same as W1324	30 Sept 1956
X593	Snape Maltings, at the end of the Suffolk coastal branch, after removal of rails; the only passenger train ever to work to here was an REC special, the <i>Suffolk Venturer</i> on 30 Sept 1956	30 Sept 1956
X712	Former GER class E4 2-4-0 62797 standing on the single line at Snape Maltings with the REC <i>Suffolk Venturer</i> . It has run out of steam due to the poor quality of the coal, and is awaiting help from a J15 0-6-0 which has been called in to help despite the Snape line being limited to "one engine in steam"; this is an excellent portrait of the locomotive	30 Sept 1956
X785 #	E4 class 2-4-0 62797 near the end of the line at Snape; limited clearance at the entrance to the actual maltings did not allow passenger stock! Good ¾ view of loco adjacent to car-parking area	30 Sept 1956
X789 #	REC <i>Suffolk Venturer</i> special train at Snape Maltings headed by E4 class 2-4-0 62797; views shows whole train with loco in foreground; cars parked nearby. Fire being dropped to allow another loco to come on back end of the train on this one-engine-in-steam branch	30 Sept 1956

EYE BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5160B	Class J15 0-6-0 65447 tender-first (¾ view) with the REC <i>Suffolk Venturer</i> rail tour at Eye: the train had been propelled from the junction at Mellis. Goods shed, sidings and wagons on left.	30 Sept 1956
5208	Eye station, terminus of the branch from Mellis, looking towards the buffer stops	
W1125	The REC <i>Suffolk Venturer</i> special train at Eye, terminus of the branch from Mellis; station itself not visible	30 Sept 1956
W1126	Similar view to W1125	30 Sept 1956

X779 #	Class J15 0-6-0 65447 tender-first at Eye, terminus of the branch from Mellis, with the REC <i>Suffolk Venturer</i> , the train had been propelled from Mellis at a theoretical walking pace which enabled lost time to be recovered	30 Sept 1956
X787 #	The goods yard at Eye, terminus of the branch from Mellis, on the occasion of the visit by the REC special train <i>The Suffolk Venturer</i> , propelled down the branch by J15 class 0-6-0 65447. Apart from the train itself this view features local residents in the foreground who have come to see what is going on	30 Sept 1956

ALDEBURGH BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5199	Aldeburgh station: view from under the overall roof, looking out with DMU at the platform	
5209	Leiston station, level crossing and signal box with goods yard in the foreground	
5223	DMU for Ipswich under the overall roof at Aldeburgh	
X606	Aldeburgh in its declining days; the signal box is being demolished but the station is still open for passengers, and some are waiting on the platform. The branch had closed to freight on 30 Nov 1959	

BECCLLES to SAXMUNDHAM

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5198	Halesworth station, looking towards moveable section of platform	
W1116	Misty view of the REC <i>Suffolk Venturer</i> at Albion Street level crossing, headed by J15 class 0-6-0 65447 piloting E4 class 2-4-0 62797, which had failed due to poor quality coal	30 Sept 1956
W1117	Similar to W1116	30 Sept 1956
W1118	Same occasion and location as W1116 and W1117, but different angle	30 Sept 1956
W1119	J15 0-6-0 65447 and E4 class 2-4-0 62797 waiting just south of Darsham for a path northwards to Beccles with the REC <i>Suffolk Venturer</i> special train	30 Sept 1956
W1120	Similar view to W1119	30 Sept 1956
W1121	The same occasion as the above two views, but photographed from opposite end, providing a $\frac{3}{4}$ view of both locos from front ends	30 Sept 1956
X775 #	J15 class 65447 and E4 class 62797 double-heading the REC <i>Suffolk Venturer</i> at Saxmundham; $\frac{3}{4}$ view of whole train in station	30 Sept 1956
X780 #	J15 class 65447 piloting E4 class 2-4-0 62797 (only partly visible) with the REC <i>Suffolk Venturer</i> at Darsham; $\frac{3}{4}$ view of loco, station not visible	30 Sept 1956
X786 #	Similar to X780	30 Sept 1956
X624 #	J15 class 0-6-0 65447 (pilot) and E4 2-4-0 62797 (ailing train engine) waiting for a pilotman at Dashwood due to single-line working with the REC <i>Suffolk Venturer</i>	30 Sept 1956
X840 #	J15 class 0-6-0 65447 with the REC <i>Suffolk Venturer</i> in Beccles station; $\frac{3}{4}$ head-on view of whole train	30 Sept 1956

NEWMARKET AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5060A	The overall roof at Newmarket (Old) with the stock of a race special standing in the station	

WATTON - THETFORD - BURY ST. EDMUNDS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
354A	Disused locomotive shed and water tower at Watton	
354B	Roudham Junction with (at far end of platform) 12.37pm Watton - Thetford - Bury St. Edmunds freight on left, and 1.44pm Swaffham to Thetford DMU on right	
354C	1.44pm Swaffham to Thetford DMU calling at Roudham Junction: at this time the station was still open but only for railway staff living at the nearby cottages	
355A	65561 on 12.37pm freight ex-Watton at Thetford Bridge station, between Thetford and Bury St. Edmunds	
1303B	Thetford Bridge station after closure and removal of track, showing both platforms: in use as a Youth Hostel	
1303C	Thetford Bridge station buildings after closure and removal of track; in use as a Youth Hostel: $\frac{3}{4}$ view	
1303D	Thetford Bridge station viewed from the road side, after closure; in use at Youth Hostel	
1303E	Thetford station: $\frac{3}{4}$ view of both platforms, also showing footbridge in foreground	
1303F	Thetford station: viewed from opposite end to 1303E, with footbridge at far end	
1304A	Thetford station, showing both platforms and station buildings, with footbridge at far end	
1304B	Road side entrance and steps to Thetford station: carved stone inscription "Thetford Station 1839" over the entrance doors	
1304C	Wretham and Hockham station after closure and removal of track: $\frac{3}{4}$ view of station building and platform	
1304D	Stow Bedon station: $\frac{3}{4}$ view of station building and platform, taken after closure and removal of track	
1304E	Watton station, platform and waiting shelter, after closure and removal of track	
1304F	Watton station: main station buildings with level crossing and derelict signal box beyond	
C1775	Short steam-hauled freight train at the platform at Thetford Bridge, the first station south of Thetford on the line to Bury St. Edmunds, looking south from platform	13 April 1960
C1776	The steam-hauled daily freight train from Watton to Bury St. Edmunds pauses at the platform at Thetford Bridge; view looking North	13 April 1960
C1777	Barnham station GER looking towards Thetford; $\frac{3}{4}$ view of platform and station building, with level crossing beyond. No train.	13 April 1960
C1778	The daily freight shunting at Barnham, Suffolk, looking towards Thetford; signal box in centre of picture	13 April 1960

C1779	Ingham station GER photographed from the brake van of the Watton to Bury St. Edmunds freight train, looking along the platform	13 April 1960
J875	Class J15 0-6-0 65477 running round its train from Long Melford at Bury St. Edmunds	22 May 1959
J876	Bury St. Edmunds with class J15 0-6-0 65477 recoupled to the stock of the branch train from Long Melford, ready for the return journey	22 May 1959
J2520	The diesel-hauled 2.25pm Norwich Thorpe to Peterborough North entering Thetford	4 March 1962
J2521	Thetford station, looking towards Ely from the Ely-bound platform, showing footbridge and signal box beyond	4 March 1962

BURY ST. EDMUNDS (exclusive) to LONG MELFORD (exclusive)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B204/3	Lavenham station and goods yard: overall view from elevated position, also showing goods shed and signal box; lengthy train of passenger stock in one of the platform lines; no loco	
B204/4	Lengthy diesel-hauled special last train at Cockfield on the Bury St. Edmunds to Long Melford line	9 April 1961
B204/5	Head-on view of diesel loco hauled last train on the Long Melford to Bury St. Edmunds line at the platform at Wolsingham	9 April 1961
C2024	Welnetham station, between Bury St. Edmunds and Long Melford; overall view, no train	8 April 1961
C2025	DMU at the –platform at Lavenham; overall view of station	8 April 1961
C2026	Lavenham station viewed through the arch of an overbridge, with the signal box at the far end of the platform	8 April 1961
C2027	Cockfield station on the Bury St. Edmunds – Long Melford branch, viewed from overbridge; shows track layout	8 April 1961
J874	Class J15 0-6-0 65477 with the evening train from Long Melford to Bury St. Edmunds at Welnetham	22 May 1959

FRAMLINGHAM BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5207	Parham station building and level crossing on the Framlingham branch, viewed from the rear of a departing freight train	

LOWESTOFT AREA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5310	BR Fish Market safety notice in situ on the pier head at Lowestoft by the harbour mouth	

FELIXSTOWE BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
X695	Overall view of Felixstowe Town station after rationalisation of the track layout, viewed from overbridge	

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 (¾ 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 (¾ view, unidentified location)	
5147B	Bogie coach E22138E – ¾ view	
5348	Class N2/2 0-6-2T 69506 with LCGB special train at unidentified station	
W1057	J15 class 0-6-0 65447 tender-first with the REC <i>Suffolk Venturer</i> special train at unidentified station with water tower	30 Sept 1956

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.