

# Steam set to return to Southwold after 75 years

By Robin Jones

SOUTHWOLD Railway revivalists are set to bring their first 3ft gauge steam locomotive to the legendary line.

All of the original Sharp Stewart locomotives which ran on the Suffolk railway were scrapped in 1941 for the war effort, 12 years after the last trains from Halesworth to Southwold ran. Because of takeover attempts by local people, historians have said that the Southwold Railway, not the Talylyn 22 years later, nearly became the world's first heritage railway saved and operated by volunteers.

Now the Southwold Railway Trust has been offered Peckett 0-6-0ST No. 1316 of 1913 *Scaldwell* by Amberley Museum.

The locomotive was built at Atlas works, Bristol, to 3ft gauge, rare on the UK mainland, for the Lamport Ironstone Company in Northamptonshire. It is more powerful than the original Southwold engines.

## Remarkably complete

*Scaldwell* is remarkably complete, but has been in store at Amberley for many years, because the running line there is 2ft gauge. While the bodywork has rusted in places, the locomotive comes with a spare set of unused wheels and axles.

Declared surplus to requirements, Amberley officials contacted the trust to see if it wished to be shortlisted as the potential future owner. A trust statement

said: "We were then chosen to receive this important asset, which is a tribute to our growing reputation within the heritage railway movement: we are very grateful for the confidence shown in us by the Amberley Museum."

The trust is now raising money to transport *Scaldwell* to its new and hopefully operational base in Suffolk. At first, it will be cosmetically restored for the planned new railway-themed attraction the trust is aiming to develop in the resort itself, and only when sufficient funds are available for a full restoration to steam will it be dismantled. Grant aid for this purpose will be sought.

The trust is establishing a support group under the banner of Friends of *Scaldwell* – anyone interested in helping

is invited to contact chairman James Hewett at mail@southwoldrailway.co.uk

## Southwold Railway train

Elsewhere, the trust is proceeding with its new-build Sharp Stewart 2-4-0T replica No. 3 *Blyth*, and officials have stressed that the acquisition of *Scaldwell* does not mean that there is any intention of abandoning the ultimate aim of restoring a complete original-style Southwold Railway train.

Six years ago, the frames of the £120,000 replica, made by Aldeburgh metalworkers Sam and Dennis Pegg, and housed in a local builder's shed, were unveiled, at the launch of a buy-a-share scheme to raise the rest of the necessary finance.

## Couple's railway history journey reaches its final chapter

By Geoff Courtney

IT has been a long, long railway journey. No fewer than 15 years in fact, initially travelling to every corner of the UK and latterly Europe and then even further afield, to North America and Australia. But for Richard and Judi Furness, the final destination has been reached, the trip is over, and they are now back home.

This determined husband and wife pairing has been responsible for one of the most ambitious series of railway

books ever published, an in depth history of railway posters, covering mainly Britain but also overseas. There are eight volumes in all, each bursting with colour and worthy of gracing any coffee table.

## Serious business

To many steam railway enthusiasts, posters may seem to have been peripheral to the serious business of trainspotting, and little more than a backcloth to the 1950s and early 60s scene dominated by Ian Allan,

locomotive numbers, and grimy motive power depots. But Richard and Judi have elevated the subject to a higher level, raising it from the lower reaches of the football league to the premiership, as witnessed by the increased interest – and thus prices – among collectors at railwayana auctions.

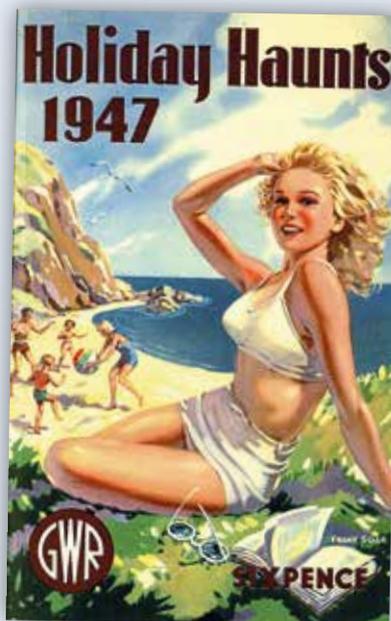
Under the title *Poster to Poster*, the series comprises eight volumes, the latest and final one of which is due for release early in the new year. This volume looks overseas at southern Ireland, Europe – including specific chapters on the Low Countries and France/Germany – and thence Canada, the USA and Australia.

"Railway posters developed in Italy, France and Switzerland at a faster pace than in the UK," said Richard. "Italy and Switzerland in particular produced some classic images, but the chateaux of the Loire and the beaches of the south of France have some of the finest imagery yet seen."

"In Europe the golden era was between the wars, whereas in the UK we too had a simultaneous era but then, after the Second World War some truly magnificent posters appeared as the British tried to beautify and sell their towns, beaches and historic attractions."

The volume ends with a valedictory return to the UK covering the social support the railways have provided since their inception, including holidays, hotels, and industry.

"Volume 8 is the culmination of a 15-year project that began with a study of the National Collection at York and then



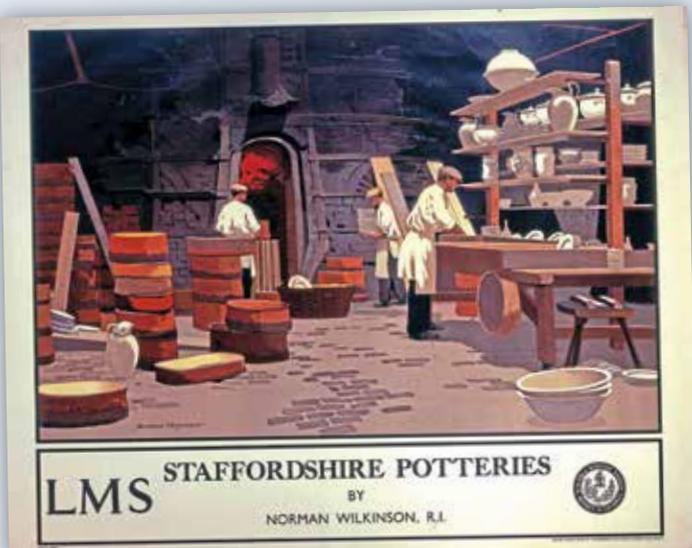
Holiday glamour: A GWR 1947 holiday poster from volume 8 of the *Poster to Poster* series.

expanded to cover auctions around the world and information from public and private poster collections," said Richard, a 70-year-old retired chartered engineer.

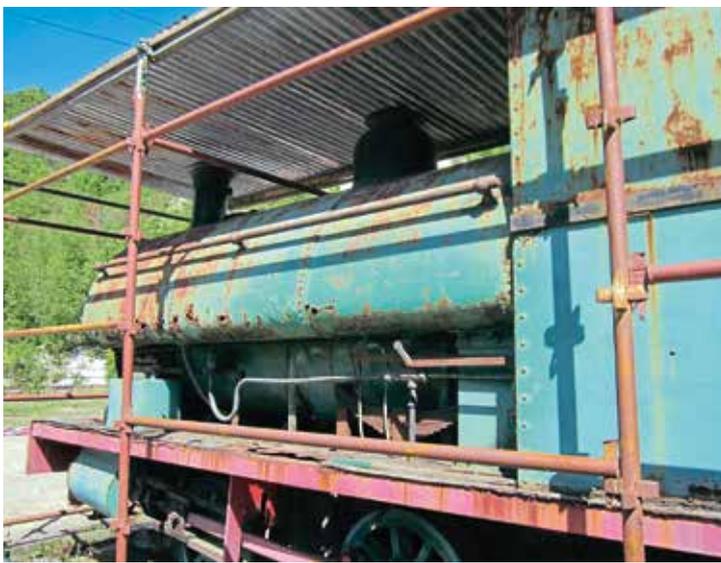
"Our library now consists of about 22,000 digital poster images, our database is at 180 pages and still growing, and the eight books contain 2100 pages in total, half a million words, and more than 3000 images of posters. I am proud to say that it is by far the most comprehensive study of British railway art ever attempted."

## Almost nonstop

He said that each book had taken six to eight months to complete, though

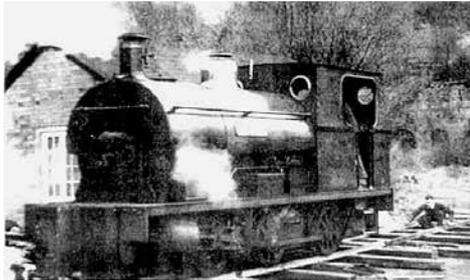


Potted history: *Poster to Poster* volume 8 includes this LMS poster by Norman Wilkinson promoting *The Potteries*, which was located in the company's heartland.



**Above: In storage at Amberley Museum, in Sussex, Scaldwell is now looking forward to a new life in Suffolk. SRT**

**Right: Scaldwell in action on the Lamport Ironstone Company's 3ft gauge line. SRT**



**Poster couple: Richard and Judi Furness, whose 15-year railway poster journey is now over. GABRIELLA TILEY**

the upcoming volume had taken longer due to the amount of research required to provide a commentary on foreign posters and railway strategy. "I seem to have been at my computer almost nonstop for the past 15 years!"

Other impressive statistics include in excess of 20,000 man-hours of research and writing, more than 2000 man-hours cleaning and digitally restoring images, more than 100,000 pieces of data on posters, a chronological listing of 857 GWR posters, and profiles on nearly 500 poster artists.

More than 25,000 copies of the first seven volumes, which are split into regions covering Scotland and six English and Welsh regions, have been sold to date, with some stocks so low that sellers are charging a premium. Accolades include volume one being awarded Scotland's non-fiction book of 2009, and volume six covering the

North-West making the BBC literary review of 2013.

Railway enthusiast and BBC Antiques Roadshow expert Paul Atterbury has written the foreword for volume eight, in which he describes the series as "one of the most ambitious and spectacular set of books in recent publishing history. No one can ever even dream of producing a better, more colourful or more comprehensive history of the railway poster."

#### **Golden years**

Of this latest – and last – volume, he says: "This book is two things. First, it is a gloriously decorative summary and a conclusion to the series as a whole. Second, in offering a greater than ever diversity of posters in both style and content, it is a spotlight onto the real world of the railways during the golden years of the poster."

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