

BERNARD WALSH'S VIDEOS

They are best seen with an aspect ratio of 4:3
Because of the limited resolution of the originals,
you might consider viewing them smaller than full screen.

The choice is yours, though.

| VIDEO | DESCRIPTIVE NOTES | MAP |
|---|---|------|
| <p>1. LCGB brake van tour of North Norfolk branches to mark the centenary of the GER, September 1962.</p> <p>Running time 9' 10"</p> | <p>The tour starts from Downham Market, behind a very smart class 03 D2030 of March. It sets off in the Ely direction, past the closed Denver station. At Denver Junction it turns on to the Stoke Ferry branch (closed to passengers as early as 1930, closed completely 1966): we see Ryston, Abbey and Stoke Ferry.</p> <p>The train then returns to the main line towards Lynn, though Downham and Magdalen Road. The lines from the one-time M&GN at South Lynn come in on the left, then almost immediately it pays a visit to the Lynn Harbour branch. At Lynn, the points get clipped for the Docks branch on which the train is propelled wrong-line to squeeze past a derailed Esso tank wagon.</p> <p>Back at Lynn the locomotive is changed to D5693 (later to become 31263), which had been transferred to March from Sheffield Darnall earlier that month. The train takes the Hunstanton line through North Wotton, Wolferton, Dersingham and Snettisham as far as Heacham. There it goes on to the Wells branch (closed to passengers in 1952, then breached near Holkham in the 1953 floods so Burnham Market became a terminus which was closed completely in 1964). We visit Sedgeford, Docking, Stanhoe and Burnham Market before the train finally returns to the bay at Heacham.</p> <p>The film is taken from the rear brake van and from off the train during stops. The very final shot of the train appears to have been taken from a service train leaving Heacham for Hunstanton.</p> | 1, 2 |
| <p>2. Dereham to Wells, 3 October 1964.</p> <p>Running time 4' 04"</p> | <p>This film was taken from an ordinary service train, by leaning out of a door window on either side (plus views of the unit at Dereham and at Wells). The passenger service between those stations was due to close just two days later. We are shown Dereham, North Elmham, County School and the start of the branch to Aylsham and Wroxham, Ryburgh, Fakenham East, Walsingham, Wighton Halt and Wells-next-the-Sea (plus shots of the countryside in between).</p> | 3 |
| <p>3. Colchester St Botolphs to Brightlingsea, undated 1960s?</p> <p>Running time 4' 53"</p> | <p>This is a driver's eye view of the route, taken from an unknown train. We start at St Botolphs station (now called Colchester Town), and take the right fork of the triangle to join the Colchester-Clacton main line. We see Hythe and Wivenhoe stations, then join the branch to Brightlingsea at Wivenhoe Junction. Some of the countryside is shown, especially between Hythe and Wivenhoe and on the Brightlingsea branch.</p> <p>A small amount of stray light seems to have briefly intruded during the initial and final seconds of the film, but this is not a serious distraction.</p> | 4 |
| <p>4. North Walsham to Mundesley, 3 October 1964</p> <p>Running time 2' 09"</p> | <p>The Norfolk & Suffolk Joint loop from North Walsham through Mundesley and Overstrand to Cromer was cut short at Mundesley in 1953. The remaining stub, from North Walsham to Mundesley, was due to close to passengers on 5 October 1964, the same day as the Dereham to Wells line (in film 2). Two days before closure, Bernard Walsh managed to get a record here as well.</p> <p>We leave North Walsham in the Cromer direction, then turn right at North Walsham Junction. The train stops at Paston & Knapton station then proceeds to Mundesley (where there is an ex-Gresley coach in the bay, converted into a camping coach). The line was filmed from a normal service train by leaning out of the windows on each side. The branch would close completely on 28 December 1964, less than four months later.</p> | 5 |
| <p>5. Audley End to Saffron Walden, undated.</p> <p>Running time 0' 47"</p> | <p>This short clip has no title or end pages. It takes you from the branch platform at Audley End (which is hardly seen) through the countryside to Saffron Walden station. The filming seems to have been done by leaning out of the window of a service train.</p> <p>It is undated. The line closed to passengers on 7 September 1964 (and closed completely on 28 December that year). Apart from the initial sequence, it seems very similar to the start of film 16.</p> | 6 |
| <p>6. Tinsley Yard, Sheffield, undated 1960s.</p> <p>Running time 3' 15"</p> | <p>This film has no title or end pages. It depicts hump shunting at Tinsley Marshalling Yard near Sheffield. The concluding shots are at Sheffield Midland station, with ex-LMS Jubilee 45562 <i>Alberta</i>. (This engine was withdrawn in 1967 and subsequently cut up – the preserved Jubilee with that identity is actually another member of the class masquerading as that one.)</p> | - |
| <p>7. Sudbury</p> <p>Running time 51"</p> | <p>A brief driver's eye clip approaching Sudbury from the direction of Chappel and Bures, and stopping in the station. This piece of line remains open as far as Sudbury.</p> | 7 |
| <p>8. Around Cavendish, undated.</p> <p>Running time 46"</p> | <p>A short clip further along the Stour Valley line giving a driver's eye view of the approach to Cavendish from the direction of Glemsford. In the station it passes a freight behind a class 31 D55x7, then we enter the countryside beyond. Cavendish closed to passengers in March 1967.</p> | 7 |
| <p>9. Sturmer and Haverhill. Undated.</p> <p>Running time 1' 06"</p> | <p>Continuing along the Stour Valley line, the train runs into Sturmer and proceeds to Haverhill (these stations both closed in March 1967). As far as just beyond Sturmer the film appears to have been taken by leaning out of the window; after that it seems like a driver's eye view.</p> | 7 |
| <p>10. The Leiston branch, undated - 1966?</p> <p>Running time 2' 02"</p> | <p>We leave the East Suffolk down line at Saxmundham Junction and travel to Leiston station. From there we pass the Sizewell siding for nuclear traffic and continue to Thorpeness Halt. (The stretch after that, to Aldeburgh, is not covered.)</p> <p>The film appears to have been shot from out of the carriage window. It is not dated, but judging by the number of people at the stations this was probably the final day of the service. That was 12 September 1966.</p> | 8 |

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| <p>11. The GE Farewell to Steam Tour, 31 March 1962 Running time 9' 22"</p> | <p>This rail tour was organised by the RCTS to mark the end of steam on the GE. The film was shot partially by leaning out of the carriage window and partially off the train at stops.</p> <p>It starts from Liverpool Street, behind 70003 <i>John Bunyan</i>. We pass through Chelmsford, Colchester and Manningtree, then we are shown the approach to Ipswich, the stop there and the subsequent exit past East Suffolk Junction. Tivetshall station is seen, then as we cross the Harford Viaduct the Norwich to Ely line is glimpsed below. Immediately after this Trowse Upper Junction is seen, leading to a visit to Norwich Victoria. The next shots show the train passing through Trowse over the Swing Bridge and into Norwich Thorpe.</p> <p>J17 65567 goes on to the other end of the train. (It was Norwich's last steam locomotive and on this occasion, when it took the train out sadly it was leaving for good – on coming off the train at Thetford, it went light engine straight to its new home at March.)</p> <p>We next see the train at Dereham, awaiting a DMU coming from Wells. It then proceeded to County School where it is shown taking the one-time branch to Wroxham. This was now a stub terminating at Foulsham. The J17 ran round the train there and took it back to Dereham. Thence it went on the line towards Kings Lynn. We get a brief glimpse of the station at Wendling, then the engine ran round again at Swaffham. We then see its exit on the Thetford branch, plus shots at Watton station and Roudham Junction (where it joined the Norwich to Ely line).</p> <p>We are next shown the engine change at Thetford, and the Britannia which had come light engine from Norwich went on to the train again. We then see Ely, a stop at Cambridge (and yes it was snowing!), the Audley End tunnel and a short sequence through the suburbs back to Liverpool Street as daylight faded.</p> | <p>9, 10, 11, 12</p> |
| <p>12. LCGB GE Suburban Steam Rail Tour, 7 or 28 April 1962 Running time 6' 52"</p> | <p>This Rail Tour was run twice, three weeks apart. The same locomotives were used on both occasions. It is not known which one Bernard went on and filmed.</p> <p>N7 69697 brings the empty stock into Liverpool Street, then N7 69621 backs on to the train.</p> <p>The train bears left just after passing through Bethnal Green. Identifiable stations are South Tottenham then via Seven Sisters junction to Palace Gates (where the loco runs round the train). The recorded route was "London Liverpool Street - Channelsea Jn - Temple Mills - Tottenham South Jn - Seven Sisters - Palace Gates". [<i>Information courtesy www.sixbellsjunction.co.uk</i>]</p> <p>It then passes through Stratford, makes for Channelsea Junction and ends up at the buffer stops at Chingford – the official route is given as "Palace Gates - Seven Sisters - Tottenham South Jn - Temple Mills - Stratford - Channelsea Jn - Hall Farm Jn – Chingford".</p> <p>J15 65476 goes on to the other end of the train. This engine takes the train back to Stratford. After that we go on to track with an electrified third rail, and mingle with LT tube stock. Passing through North Weald, we call at Ongar where the J15 runs round ("Chingford - Hall Farm Jn - Temple Mills - Channelsea Jn - Stratford - Temple Mills East Jn - Epping – Ongar").</p> <p>The next stop is Epping. By this time the light is fading, and from this point on it becomes harder to see where we are. Certainly we return to Stratford and in the gloom reach a terminus (North Woolwich): "Ongar - Epping - Temple Mills East Jn - Stratford - Channelsea Jn - Stratford Low Level - North Woolwich".</p> <p>After that little is visible apart from signal lights, but the route given was "North Woolwich - Stratford Southern Jn - Stratford Western Jn - London Liverpool Street".</p> | <p>13, 14, 15</p> |
| <p>13. Some suburban scenes, undated early 1960s Running time 2' 36"</p> | <p>Some sequences which appear to depict mainly (if not entirely) North Woolwich to Palace Gates trains. As well as the terminal point, the station at West Green is shown. Locomotives seen are N7s (including 69621 again), L1s (including 67735), a solitary 0-6-0 J20 (?) running light engine and BR standard 2-6-4Ts.</p> | <p>14, 15</p> |
| <p>14. The Buntingford branch, 1964. Running time 5' 36"</p> | <p>After a shot of the unit at the platform of St Margarets station, we are given a driver's eye view of the journey. We leave parallel to the line to Ware and Hertford, then turn off towards Buntingford. Mardock is not shown (perhaps due to a film change at the critical moment) but we do see Widford, Hadham, Standon, Braughing and West Mill on the way. The passenger service on the branch ceased on 16 November 1964.</p> | <p>16</p> |
| <p>15. Maldon East to Witham, 5 September 1964. Running time 2' 20"</p> | <p>This journey was made two days before the branch closed to passengers. The film was taken by leaning out of the window on either side.</p> <p>The unit is viewed from the platform at both ends of the trip. We start from Maldon East, and see the line which used to lead to Maldon West and Wickford (closed to passengers in 1939 and closed completely in 1959). We pass Langford and Wickham Bishops, and finally enter the station at Witham.</p> | <p>17</p> |
| <p>16. The Saffron Walden branch, 5 September 1964 Running time 3' 12"</p> | <p>This branch was due to close to passengers two days later, on 7 September 1964. Travel is on one of the single-coach German railcars, and the line is filmed out of the windows.</p> <p>We start at the Audley End branch platform, and proceed to Saffron Walden. We next glimpse Acrow Halt (built privately as recently as 1957 to serve the workers of Acrow Engineering Ltd, just outside Saffron Walden). Then we pass Ashdon Halt, before arriving at the branch platform at Bartlow (situated just short of the junction with the Stour Valley line).</p> | <p>6</p> |
| <p>17a. Clacton Express, undated c.1960s. Slowed down to 20% speed Running time 12'51" (17b is probably the more watchable one, so try that first)</p> | <p>Bernard Walsh made a high-speed film of a driver's eye journey from London to Clacton – in less than three minutes! The result was a rather unwatchable blur. We have improved the brightness and contrast and managed to slow it down to 20% speed, and that is what is offered here. Just over 12 minutes for the complete run is still quite fast, but any slower than that and the quality would have again become unacceptable. As it is, it is rather jerky and does not make entirely comfortable viewing (though Film 17b provides an alternative): nevertheless all 29 stations on the run have been identified with captions, and there is time to glimpse a reasonable amount of detail.</p> <p>Those stations are Liverpool Street, Bethnal Green, Stratford, Maryland Point, Forest Gate, Manor Park, Ilford, Seven Kings, Goodmayes, Chadwell Heath, Romford, Gidea Park, Harold Wood, Brentwood, Shenfield, Ingatestone, Chelmsford, Hatfield Peverel, Witham, Kelvedon, Marks Tey, Colchester, Hythe, Wivenhoe, Alresford, Great Bentley, Weeley, Thorpe-le-Soken and Clacton.</p> | <p>14, 18, 4</p> |
| <p>17b. Clacton Express, slowed down to 40% speed. Running time 6' 26"</p> | <p>This is the same film as 17a, but slowed down by only 40% (i.e. recorded at double the speed of the other one). This is offered as an alternative. It is not so jerky, but of course you have less time to glimpse details.</p> <p>The choice is the viewer's, but this one is probably the more watchable – so you are advised to try 17b first.</p> | <p>14, 18, 4</p> |

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| <p>18. Colne Valley Flyer, undated c.1960s Slowed down to 45% speed Running time 5' 44"</p> | <p>Another of Bernard's high-speed driver's eye journeys. This one goes from Marks Tey to Bartlow via the Colne Valley line. It has been slowed down to 45% of the original speed, which seemed to provide the best watching experience. A freight train hauled by a Class 31 comes off the branch, then we see a railcar loading for Cambridge. The journey starts, going over the Chappel Viaduct. After the station we bear left on to the Colne Valley line. Stations we pass through are White Colne, Earls Colne, Halstead, Sible & Castle Hedingham, Yeldham and Birdbrook. The ex-GER Stour Valley line is joined once more. Then after Haverhill we continue as far as the stop at Bartlow, where the junction with the line from Audley End is glimpsed ahead.</p> | 7 |
| <p>19. Stour Valley Flyer, undated c.1960s Slowed down to 45% speed Running time 7' 21"</p> | <p>The third of the high-speed driver's eye views. This covers similar territory to Film 18, except that it goes in the opposite direction, takes the Stour Valley route through Long Melford, and – with just one short gap – shows the whole journey from just outside Cambridge right through to the platform at Colchester. Like Film 18 it too is displayed here at 45% of the original hectic pace.</p> <p>There is no title screen. We start on the line from Cambridge towards Liverpool Street. Almost at once the route to Kings Cross goes off to the right. After Shelford the train turns on to the branch. We pass through Pampisford and Linton, then come to the junction to Saffron Walden and Audley End followed immediately by Bartlow station. Once through Haverhill the Colne Valley line leaves us to the right. We go in turn through Sturmer, Stoke, Clare, Cavendish, Glemsford and Long Melford.</p> <p>We pass into the countryside beyond Long Melford, and disconcertingly the screen abruptly goes blank for a few seconds – the one gap in the journey, perhaps because Bernard had to load a new film into his camera? When the pictures resume we have just left Sudbury, the next station on the route (but you can see Sudbury station in Film 7). From there we proceed without further incident through Bures, Chappel (where the Colne Valley line joins us again) and over the viaduct. At Marks Tey the train joins the down GE main line, until it finally stops in the bay platform at Colchester.</p> | 6, 7 |
| <p>20. Tiverton to Hemyock, GWR, undated c.1963 Running time 5' 10"</p> | <p>A pleasant film, with images of quite a decent quality. The route initially runs from Tiverton, through Halberton Halt to Tiverton Junction. There it crosses the GWR main line from Exeter to Bristol before going on to the 7½-mile Culm Valley Light Railway with stations at Cold Harbour Halt, Uffculme, Culmstock and Whitehall Halt before reaching the terminus at Hemyock. The last passenger train on the line ran on 7 September 1963, but access to a milk depot just beyond Hemyock station remained until 1975.</p> <p>The line was operated by ex-GWR 0-4-2 tanks in the 14xx series. According to Wikipedia, in BR days coaches from the Barry Railway were used, but because the slow speeds were insufficient to charge the batteries they had to be converted to gas lighting. In the final months the Barry Railway passenger coaches themselves had to be replaced, and two ex-LNER vehicles were found (one of which is seen in this film): apparently they were run to Exeter once a week to charge their batteries.</p> <p>Bernard filmed the journey from the carriage window, but appears to have covered the route in three separate stages. At Tiverton 1466 is on the single coach train. When we reach Tiverton Junction we see 1450 backing on to a train, as if that one started from there. At Uffculme, he interposes some lineside shots of a train (perhaps the one he just got off), and we see that it seems to shunt here to add some stock so this one is now a mixed train – as well as the ex-LNER coach it has some wagons and a goods brake van (though as it is now bunker-first it looks as if it is going in the other direction?) The trip finally resumes at Uffculme through to the end of the line at Hemyock.</p> | 19 |
| <p>21. New Romney branch, SR 23 November 1963 Running time 3' 16"</p> | <p>This film was taken by looking out of the carriage window. We start from Ashford on the line towards Hastings, and stop first at the station of Ham Street. Immediately after Appledore the train bears left on to the branch line. We see Brookland Halt, Lydd Town, the somewhat desolate Lydd-on-Sea Halt and Greatstone-on-Sea Halt before arriving at the terminus of New Romney and Littlestone-on-Sea. Although the film does not show it, this was close to the start of the Romney Hythe and Dymchurch Railway and (but for the gauge change) might have made an end-on junction with it.</p> <p>The passenger service on the branch ceased on 6 March 1967.</p> | 20 |
| <p>22. West Highland line, undated Running time 2' 09"</p> | <p>These clips were not Bernard at his best, but are included here for completeness. They could be one of his earlier projects, from 1961-1962.</p> <p>The main sequence starts at Fort William, where it appears that he had a ride in the observation car at the tail end of a train, perhaps to Mallaig. The weather might have been poor, and that may account for the quality of some of the views.</p> <p>At the end are some rather better shots taken from the platform of what is believed to be Tyndrum Upper station (close to where the Oban line branches off). They show what look like ballast trains, one being propelled by a Black Five and the other behind an ex-LMS 2MT 2-6-0. Its number is unclear, but could well be (and indeed must have been) 46468: this was the only one of its class ever to be allocated to the West Highland line, when it was based at Oban from March 1961 to July 1962. If so that is very appropriate because it was a Colchester engine from new in July 1951, for working Stour Valley trains. There is a photograph of it at Marks Tey on page 25 of GERS Journal 142. In November 1959 the coming of the DMUs meant it went to Parkeston, then in January 1961 it was transferred to Cambridge who clearly had no need for it – so it quickly went straight to Oban! Doubtless Bernard realised its significance, and that is why he took the trouble to film it.</p> | 23 |
| <p>23. Assorted GWR scenes, undated early 1960s? Running time 2' 09"</p> | <p>This film continues straight on from No. 22, which suggests it may also be one of Bernard's first attempts from 1961 or 1962. The colours at the very start are poor, but they soon improve.</p> <p>There was plenty of steam still around when these shots were taken. All the engines seen are ex-GWR, both tender and tank locomotives. He may have been on a Rail Tour.</p> <p>The sequences appear to start at Paddington. The first station identified is Patney & Chirton Junction (on the GWR main line in Wiltshire). From there the train takes the branch to Devizes, Holt Junction then Staverton Halt, and goes past the junctions for Bradford on Avon in the direction of Trowbridge (a station which is not shown in the film). The old Wilts Somerset and Weymouth route is taken (marked 'To Taunton and the West' on map 21) and the next views we see are of Castle Cary and Yeovil Pen Mill (map 22).</p> <p>The last shots are of a street tramway, clearly the docks one at Weymouth. (The pannier tank hauling the wagons, 3759, was stationed there from July 1959 to August 1963). We finally see a ferry, probably one to the Channel Islands.</p> | 21, 22 |