

# On Her Majesty's Service

WASC 1459

WAI 374

N. Site Part of  
Railway System

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Dear Les,

Thanks for letting me see the Mill photos and Foden magazine article and letter, I found it all very interesting.

The Foden information is excellent, I'm sure you would agree that the museum should use this information as a basis for a better display of the lorry. I would hope they will contact Summerfield (if it still exists?) and try to get at least one cylinder, as suggested in Philip Verity's letter.

I would also hope that they would contact Truck magazine for permission to use a blow up (at least A2 or bigger) of the two page article.

In the article there is a photo of the Red Tool Box. I think I have seen that laying discarded in L180. If I am right, I will rescue it right away.

I think you are right Les, the photos labelled 11b could, indeed probably are of Group B mill. Where the 11b comes from is anybody's guess. The photos are very interesting and highlight how wrong the horrible fibre panels, used to front Group C mill are, as the close up shots clearly show wood panels, not fibre ones.

1455 and 1459 are also a fascinating glimpse of the past. They are clearly views of the dismantling of the railway system that once ran along the front of group C, D, G and F mills.

I have been told that there was a traverse that ran along the front of the mills on Queen's Mead, which was removed using prisoners of war, at the end of WW2. I have always been dubious about this, as there is no trace of any traverse, but the photos confirm the truth of the story.

It would be interesting to know when the traverse was built, as early photos and drawings I have seen, do not show it.

1455/3 photo is particularly interesting as a blow up the R/H corner shows workmen lifting rail; with some rail still in situ. Is there any idea of date for this series of photos? Perhaps this is part of the work to remove the traverse and the workmen are prisoners of war? It's remarkable how overgrown everything is in this group of photos, I would have thought that some attempt to keep trees, plants and weeds away from the buildings and particularly the wood structure of the railway, would have been made, if for no other reason than to prevent the spread of fire if the undergrowth caught light in a dry season or was set alight by an explosion, oops, sorry, incident.

I have copied the photos and the two page Foden article and put them on the enclosed disc in case you want to print off any copies.

Many thanks.

Regards

John.



