

A HISTORY OF THE WALTON-ON-THE-NAZE PIER RAILWAY

**A short history of the
2ft gauge railway on the Pier**

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***MINOR RAILWAY
MINI HISTORIES - M11***

WALTON-ON-THE-NAZE PIER RAILWAY

2ft gauge. 1948 - 1977

Introduction

Between 1948 and 1977 Walton-on-the-Naze Pier, the third longest in the country after Southend and Southport, boasted a 2ft gauge railway running along the majority of its 2,600ft length. The history of this seldom recorded railway is presented below. Unfortunately, few primary sources were available for research - no records appear to exist for the Pier Company who owned and operated the railway, and no local newspaper was published in Walton-on-the-Naze during the period when the railway ran. Fortunately, the pages of the *Clacton Times & East Essex Gazette* helped in piecing together the history of the railway, along with a number of useful secondary sources.

Walton-on-the-Naze

The Essex seaside resort of Walton-on-the Naze lies on the North Sea coast, some 6½ miles north east of its larger and near neighbour Clacton-on-Sea. The city of Colchester is around 16 miles to the west, while London is 67 miles to the south west. The Naze part of the resort's name refers to a headland immediately to the north east of the town.

The history of Walton dates back to the 13th century when it was a small farming village located some miles inland. However, constant erosion by the sea of The Naze area means the site of this medieval settlement is now located out to sea. By the early 19th century the town had started to develop as a seaside resort. This really started after a picnic party, led by Colchester's Mayor William Sparling, visited Walton beach in 1806. Reaching the town would not have been easy. However, the first pier opened in 1830 and now visitors could arrive by steamer - although this was only possible around high tide. In 1840 a guidebook was able to state "*Walton is far superior to a number of places of similar kind, in having a beautiful natural beach, composed of a fine sand, which is nevertheless firm and durable; and on it numbers may be seen promenading on a fine day. After a hot day it is delightful to take a ramble with your friends and enjoy the beauties of the setting sun*". Development was accelerated by the arrival of the railway in 1867. The Tendring Hundred Railway built a line from Colchester, which opened in stages - to Wivenhoe on 8th May 1863, Weeley on 8th January 1866, Kirby Cross on 28th July 1866 and finally Walton on 17th May 1867. The resort was now within easy reach of London. A second, or New Pier, opened in 1871 and for nine years from then until 1880 the town held the record for being the smallest seaside resort to have two piers. While never a major seaside resort like Clacton, its sandy beaches became a favourite attraction and the town became popular and continued to grow in Victorian times.

In the Second World War, being on the east coast and under the threat of invasion, Walton was a restricted zone - the seafront was requisitioned by the War Department and a pass was needed to enter or leave the town. The railway was electrified in 1959 and with the subsequent reduction in journey time, commuting to London became feasible. Also Walton, like Clacton and nearby Frinton, became popular with people seeking a home in retirement. This extra traffic ensured the railway remained open, although today it is normally necessary to change at Thorpe-le-Soken for trains to and from London.

Post Second World War the town declined as a seaside resort, but has retained some of its charm and is still a popular destination. The Pier, the grade 2* listed Naze Tower (built in 1720 by Trinity House as a lighthouse and now an Art Gallery & Café) and Naze Nature Reserve are three of its main attractions. However, The Naze continues to erode - by about 2 yards every year. The 2021 census recorded Walton had a population of 6,990.

The Piers

There have been two piers in Walton-on-the-Naze, being built in 1830 and 1871 respectively. The second, or New Pier hosted the 2ft gauge railway that is the subject of this work. Below is a brief history of both Piers.

1st Pier

The first Pier in Walton opened in August 1830 - one of the first to be built in the country after Ryde, Brighton and Southend. The architect was John Prentice of Colchester and the 40ft wide wooden Pier cost £418. It was located at TM255217 (shore end) close to the centre of the town. The Pier was originally 150ft in length, but was subsequently extended to 200ft in 1839, 300ft in 1848, 400ft in 1868 and finally 500ft in 1871. It was built to land goods and passengers - well before the arrival of the railway in 1867 - making Walton more accessible and allowing the resort to develop somewhat. Steamers from London and Ipswich were able to call during high tides - the subsequent lengthening permitting a longer period when this was possible. The Pier was partly destroyed on 18th January 1880 by heavy seas (*Essex Standard* Saturday 27th August 1881), which also damaged sections of the sea wall. The remains were removed in October 1882.

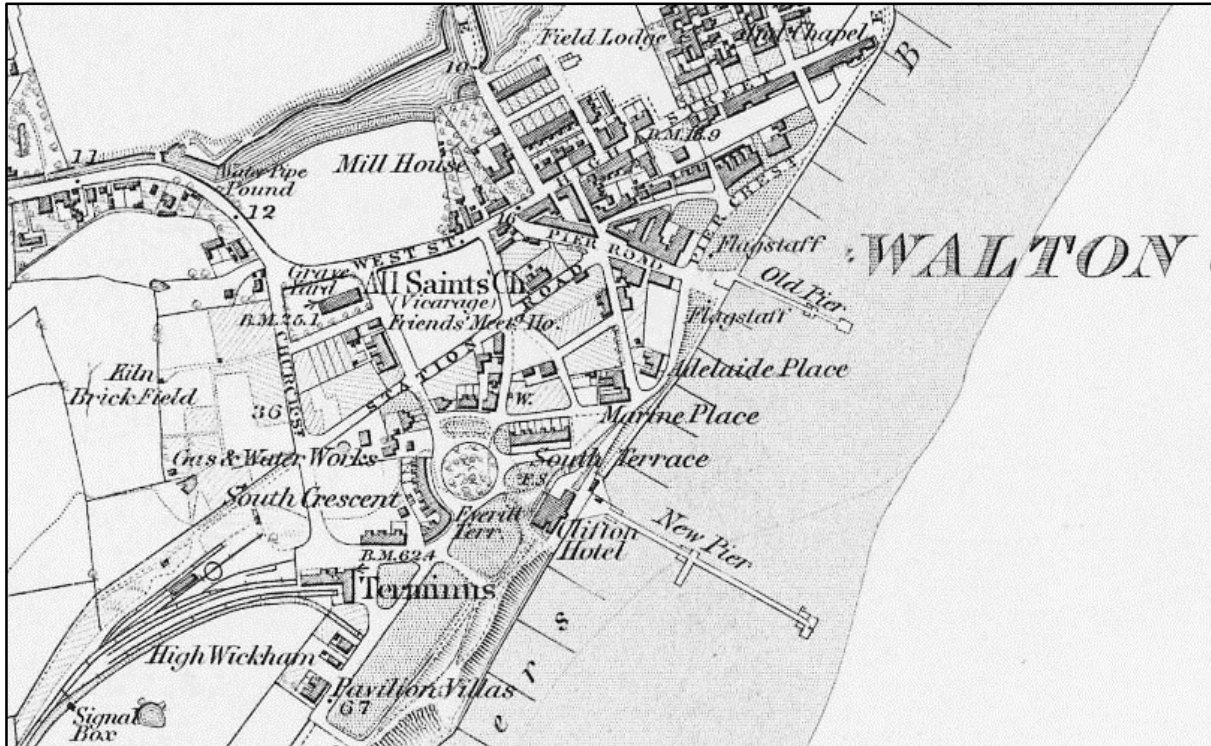
2nd Pier

The second Pier to be built in Walton, originally called Clifton Pier and later New Pier, was constructed ¼ mile south west of the first Pier - closer to the railway station at TM254215 (shore end). It was opened on Whitsun Saturday 27th May 1871, the *Suffolk Chronicle* of Saturday 3rd June 1871 reporting the Woolwich Steam Packet Company steamer "The Queen of Orwell" had called at the Pier and embarked and disembarked passengers "*without the use of small boats*". This was dependent on the tide and at other times use of boats would still be required. The Pier was 600ft in length, which is confirmed by the Ordnance Survey 6in map (revised in 1874 and published in 1880).

However, as passengers could not embark and disembark the steamers at all states of the tide, Walton was missing out to Clacton as visitors preferred the ease of visiting the rival resort. Therefore, it was decided to extend the New Pier to allow the steamers to call at all states of the tide. The extension was promoted by the Walton-on-the-Naze Pier & Hotel Company Limited and authorised by a Pier Order of 1897. The first pile for the extension was driven in on Tuesday 31st August 1897 (*Chelmsford Chronicle* Friday 27th August 1897). During construction the promoting company was incorporated into the Coast Development Company Limited.

The extension opened on Thursday 18th August 1898 with a Fete & Gala, which was extensively reported in the *Walton Gazette* of Friday 19th August 1898. The paper explained the original Pier was 600ft in length, to which a straight section of 1,440ft had been added.

There was then a gentle curve to the south to avoid a sandbank, which would have interfered with the steamers. This curved section added about another 500ft - thereby making the Pier a total length of 2,540ft, or roundly 2,600ft to its extreme end. The contractors were Cockrane & Sons and Fasey & Son, both of London, while the Engineer working for the Coast Development Company was Mr William Jeffrey. Electrical contractors were Lowdon Brothers of Dundee.



An extract from an Ordnance Survey 6in map, surveyed in 1874 and published in 1880, showing the positions of the Old (1830) and New (1871) Piers. The New Pier has yet to be extended. The railway station, opened in 1867, can be seen in the bottom left.

Note even the New Pier still does not extend beyond the Low Water Mark.

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From the start of the First World War the Pier was in the hands of the Receiver and seems to have changed hands in November 1917 (*Clacton Graphic & East Coast Illustrated News* Saturday 24th November 1917). In late 1937, the Pier was bought by Charles Goss, who formed the New Walton Pier Company (*Clacton Graphic & East Coast Illustrated News* Saturday 15th January 1938). At the time it featured a pavilion at the Pier head and an amusement arcade at the shore end. At the outbreak of the Second World War in September 1939 Walton became a restricted zone. A platoon from the Suffolk Regiment was billeted in the resort and their engineers blew out two sections of the Pier to prevent it being utilised by the enemy. Rope bridges were provided for the lifeboat crews to reach their station at the Pier head. By May 1942 the Pier was mined from shore end to the Pier head and the *Weekly Dispatch* of Sunday 31st May 1942 reported the Pier had been badly damaged by fire on Saturday 30th May 1942. There had been a severe electrical storm and it is said lightning set off an explosion causing fires in the pavilions at both ends of the Pier. (*Walton Tales* web site - *Walton Pier on Fire at Both Ends*).

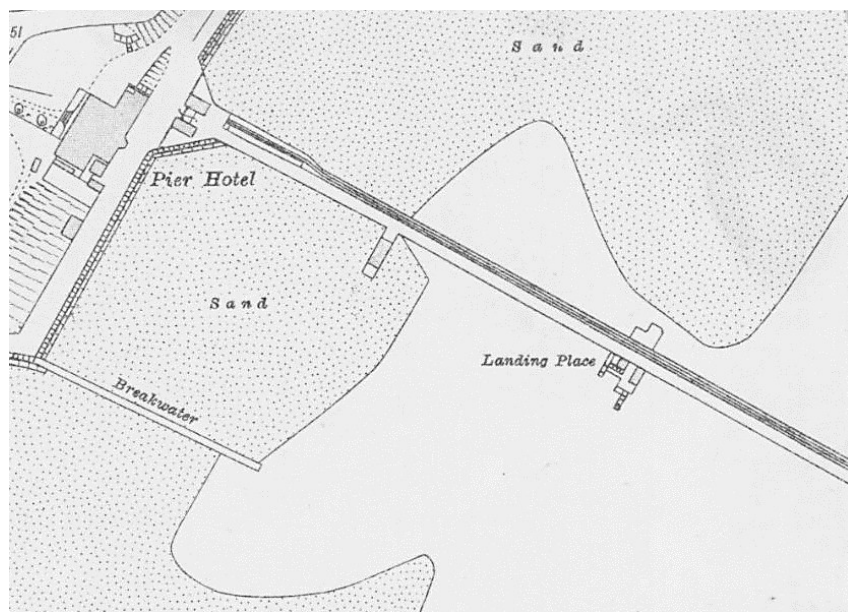
In 1971 the New Walton Pier Company took over Clacton Pier, at the time the Managing Director was Michael Goss. From 1977 his father, Charles Goss managed Walton Pier, while Michael took charge of Clacton Pier. A severe storm during the night of Wednesday 11th/Thursday 12th January 1978 seriously damaged the Pier. Reported to be the worst storm for 25 years, the Pier decking was ripped up and a 20ft stretch near the lifeboat moorings fell into the sea (*East Essex Gazette* Friday 13th January 1978). This was followed by another storm during the night of Saturday 30th/Sunday 31st December 1978, which caused a 108ft long section near the curve in the Pier to fall into the sea (*East Essex Gazette* Friday 5th January 1979). The damage was eventually repaired. The Pier changed hands in July 2016 with businessman Russell Bolesworth being the new owner. Storm Darcy caused some damage to the Pier in February 2021, but the shore end amusement building underwent a major upgrade in 2022, reopening on 16th July. Since then the Pier has suffered some more minor storm damage and the full length is not open to the public. The RNLI abandoned the lifeboat station at the Pier head in 2023 due to "infrastructure issues". However, the Pier remains open as a popular attraction and, with around 5 acres of amusements, is one of the largest undercover funfairs in East Anglia.

Pier Tramway

Whilst outside the scope of this work, note should be made of the tramway that operated on the New Pier. Its history has not been well recorded elsewhere, so below is a brief history of the tramway, which operated between 1899 and 1935.

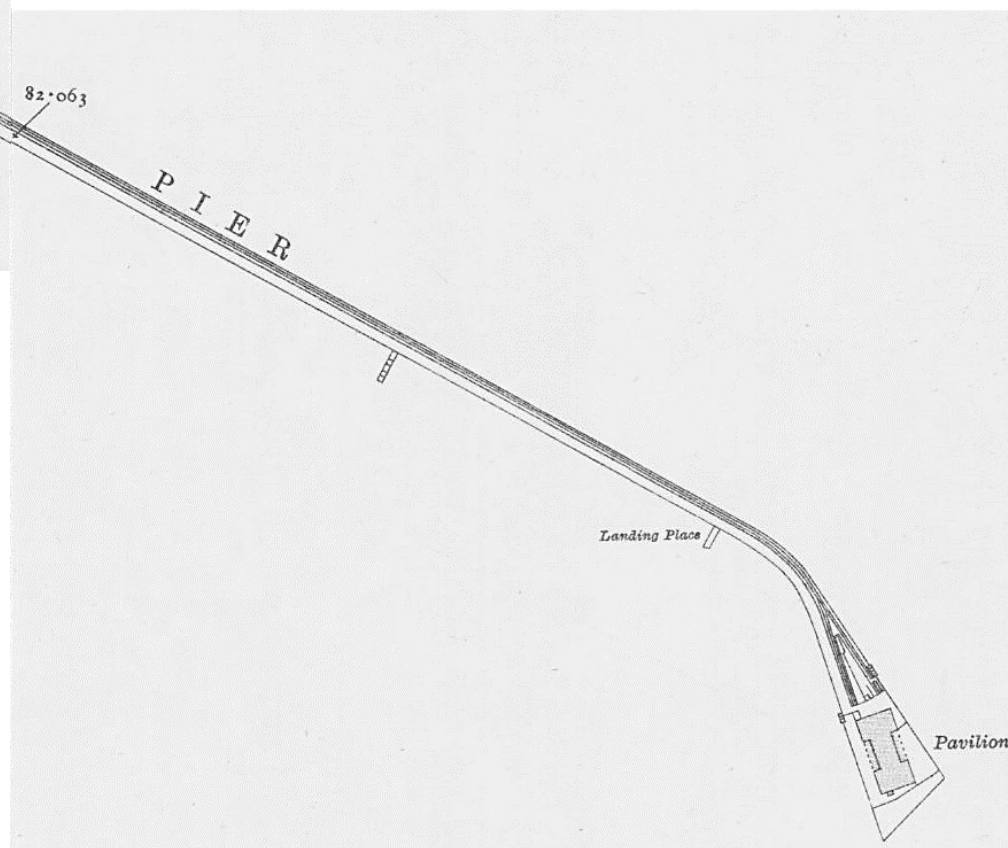
When the New Pier was extended to 2,600ft in 1898 it was necessary to provide some form of transport for steamer passengers and their luggage to and from the Pier head. The original 1871 section of the Pier was strengthened and widened to accommodate an electric tramway, with the extended section built ready to accommodate it. The new 3ft 6in gauge tramway was inspected for the Board of Trade on Thursday 4th May 1899 by Lieutenant-Colonel Horatio Arthur York RE who was accompanied by among others the Pier's Engineer, William Jeffrey. According to the *Walton Gazette* of Wednesday 10th May 1899 the Colonel made "*very minute investigations and enquiries, and also tested the speed, the brakes, and other apparatus*" before he passed the tramway as fit for carrying passengers. The tramway duly opened to passengers on Saturday 13th May 1899 an event that was extensively reported in the *Walton Gazette* of Wednesday 17th May 1899. The steamer "Yarmouth Belle" called at the Pier to mark the start of the steamer season and opening of the new electric tramway, which ran in a single line virtually the full length of the Pier along its north east side, terminating just a short distance from the Pier head.

At opening rolling stock consisted of a train of three tram cars, which could carry a total of 100 passengers. The fare for the journey was 1d each way and each trip took 2½ minutes (*Walton Gazette* Wednesday 31st May 1899). The tram cars were built by the Ashbury Railway Carriage & Iron Company Limited of Manchester and consisted of a power car and two trailers with cross bench seating, each seating 32 passengers. Power was supplied by two 15hp Crompton motors. A second identical set of three cars (one power car and two trailers) seems to have been supplied by the same manufacturer in 1904. At that time (presumably) a second track was added at the Pier head. Current collection was from a centre third rail with power obtained from a 50kW Thomas Parker generator.



An extract from an Ordnance Survey 25in map, revised in 1922 and published in 1923, showing the New Pier now extended to its full length of 2,600ft with the distinctive curved section near the Pier head. The single track 3ft 6in gauge tramway, opened on 13th May 1899, can be seen running along the north east side of the Pier. Note the two tracks at the Pier head.

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By 1930 the original tramcars may have been nearing the end of their life, as on 9th April 1930 a single bogie car tram chassis was ordered from Baguley (Engineers) Limited of Burton-on-Trent. The order (Works No.1795) was just for a chassis without electrical equipment or superstructure - possibly the former came from one of the 1899/1904 cars with the latter to be built locally in Walton. The chassis left Baguley's works on 3rd June 1930 and presumably went into service sometime later that year. By this time the heyday of the steamers had passed and it was thought a single car tram, seating 40 passengers, would be able to cope with the traffic on offer. In any event the tramway was closed and the track lifted after the end of the 1935 season.

The replacement from the 1936 season was a 20 seat cross bench battery car built by Electricars Ltd of Birmingham. This unusual car had six pneumatic tyred wheels (the driving axle the centre one) and ran in a 6ft wide trough formed of timber baulking, against the inner sides of which horizontal guide wheels on the car kept it in place. It could be driven from either end and ran on the trackbed of the former tramway. The *Saffron Walden Weekly News* of Friday 3rd April 1936 noted it would be in operation at Easter. During the Second World War Walton was a restricted zone and the Pier was closed to the public. Two sections were blown out of the Pier by army engineers thus rendering the battery electric car unusable. However, the stored car was destroyed by fire on Saturday 30th May 1942, which also badly damaged the Pier (see above).

Planning

At the end of the Second World War the Pier was in a sorry state. Apart from the two gaps blown out of the Pier, there was the damage from the May 1942 fire described above. Also little maintenance would have been undertaken during the war.

Some sources (the earliest being *The Tramways of East Anglia* [LRTA 1981], but not in that book's source work *Great British Tramway Networks* [LRTL 1962]) state the Pier was repaired by Frinton & Walton Urban District Council after the war. However, there is no evidence that the Council had any input whatsoever in repairing the Pier. There is nothing in the Committee Minutes of Frinton & Walton Urban District Council relating to Pier repairs for the period 1943 to 1949. The Council did, however, let contracts for the removal of defence works, mine clearance, repairs and rehabilitation of their property and land (mostly the promenade and beach) on behalf of the War Department who then reimbursed the Council. But there are no Minutes relating to similar work for the Pier, which in any event was privately owned. Presumably, the New Walton Pier Company arranged their own repair work by contractors and claimed the resulting cost back from the War Department.

It is uncertain at this distance whether the railway was planned or came about by chance. The railway was originally laid as a 2ft gauge contractors railway to assist with the Pier repairs. The earliest reference to this comes in the *Railway Magazine* of June 1952 where, in an article about Pier railways, it stated "*In 1948 a 2ft gauge railway, laid in connection with rebuilding [the Pier] was adapted for passenger carrying*". So whether it was planned to adapt the contractors railway after Pier repairs were completed for passengers, or the idea came later to the New Walton Pier Company is unknown. However, in 1948 the Pier saw the opening of a passenger carrying 2ft gauge railway.

Opening & Description of Railway

The Pier reopened on Whitsun Saturday, 15th May 1948. The *Clacton Times & East Essex Gazette* of Friday 14th May 1948 reporting on the forthcoming Whitsun weekend noted "*The Pier, which has been under reconstruction for some time, will be reopened complete with amusement park, roundabouts, dodgems, and so on*". The new 2ft gauge railway presumably also opened on Saturday 15th May 1948. The same paper, in its follow up report on Whitsun Monday in the Friday 21st May edition, noted "*A miniature electric [sic] train to the end of the pier has replaced the pre-war tram*" adding rather quaintly "*a quartette of voluble Scandinavian girls watched its departure*".

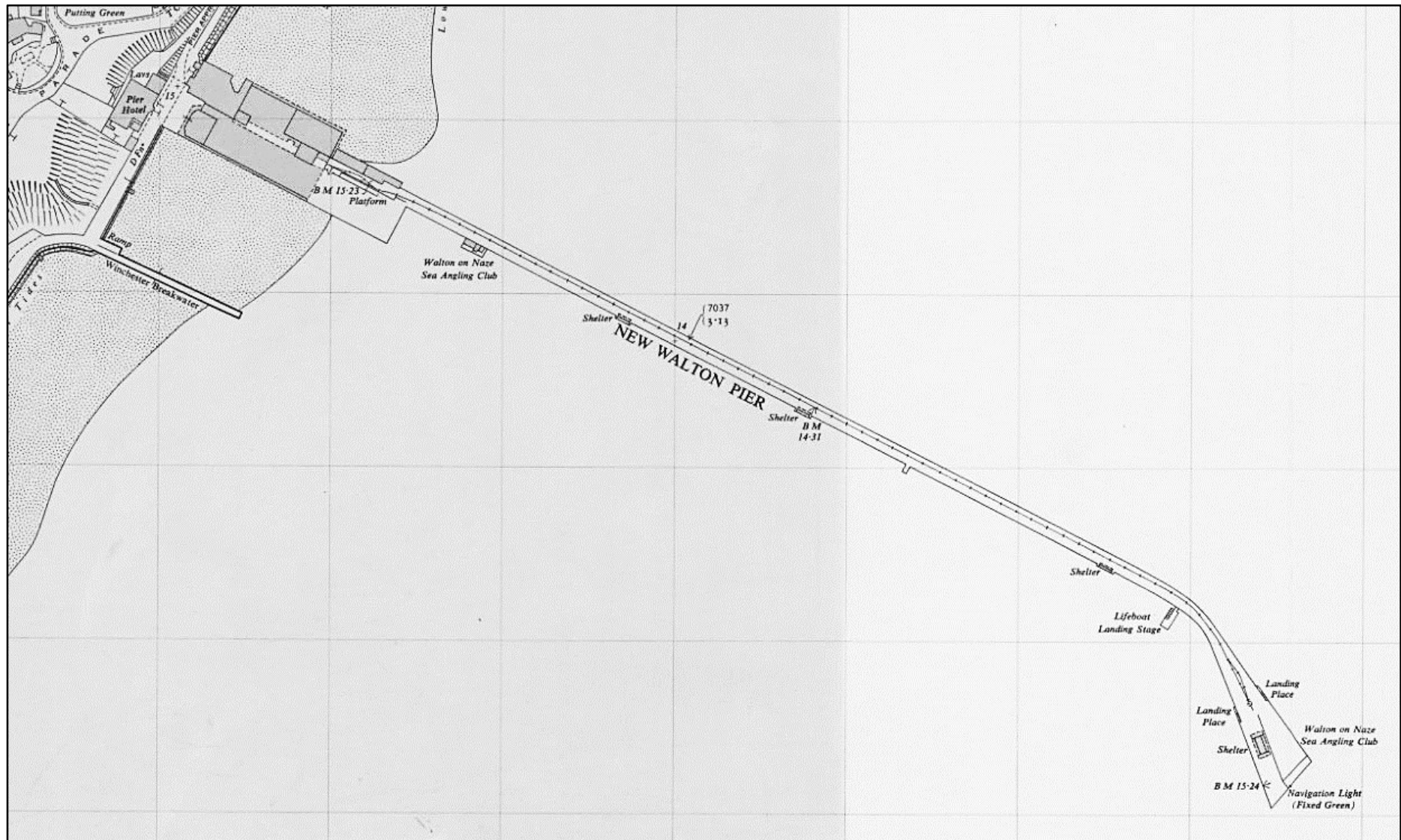
The 2ft gauge railway ran in a single line for 660 yards (2,000ft) between two terminal stations along the north east side of the Pier, over the course of the pre-war tramway and within the wooden trough of the 1936 pneumatic tyred car. The shore end station was located at TM25512146, some 350ft out from the shore end of the Pier, just on the seaward side of the pavilion. Here there was a simple run-round loop. The station at the Pier head was located around the curve in the Pier at TM26032117 about 200ft from the end of the Pier. The station had a run-round loop and a small turn plate located in the headshunt. At opening neither station was provided with a platform. With a run-round loop at each end of the line, the locomotive could always haul the train in each direction but could only be turned at the Pier head. The article in the *Railway Magazine* of June 1952 referred to above mentioned a "*short siding at the shore end*" but there is no evidence of this on the Ordnance Survey 25in map of 1957 (see below) or in any photographs. The track consisted of light weight flat bottom rails with wooden sleepers laid directly onto the Pier decking. There does not appear to have been a shed or shelter for the locomotive and coaches, and it is possible during the closed season they were removed off the railway for safe storage.

The *Clacton Times & East Essex Gazette* for Friday 20th August 1948 had an article explaining the ongoing work to repair the Pier following the war and damage from marine worm. It went on to report "*Next to the amusements, the most popular feature of the Pier is the Holiday Express, a miniature train which had its trial run this summer. Averaging a speed of five to seven miles an hour, the train carries a load of 60 passengers to and from the Pier head*". The railway was staffed by just one person as the paper went on to explain "*Genial Mr L Wall, whose connections with Walton Pier date back to 1925 and who is a member of the lifeboat crew, is driver, foreman, guard and ticket collector combined. It is the great delight and privilege of children to coax a ride with "Uncle Les" in the tiny engine. A constant stowaway is his spaniel, Sue, who is just as popular with the children as her master. Parents daily beg permission to take photographs of their children attempting to start the train on its half-mile journey*".

Next page: An extract from an Ordnance Survey 25in map, surveyed in December 1955 (right hand side) & February 1956 (left hand side) and published in 1957. The 2ft gauge railway can be seen running along the north east side of the Pier over the course of the former tramway. Note the run-round loops at each end of the line and the small turn plate in the headshunt at the Pier head. By the time of this survey in February 1956 a platform had been provided at the shore end station.

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Walton-on-the-Naze Pier Railway





The New Walton Pier Company placed this advert in the *Clacton Times & East Essex Gazette* of Friday 9th July 1948 seeking staff for various jobs on the Pier.

Locomotive & Coaches

To operate the railway the New Walton Pier Company acquired a steam outline 0-4-0PM locomotive built by E E Baguley Limited of Burton-on-Trent in 1939, works number of 3024. This locomotive had originally been ordered on 5th May 1939 by R J Lakin and Company of Besley Street, Streatham, south London for Wilson's Pleasure Railway at Allhallows-on-Sea on the Hoo Peninsula in Kent. Formed by Robert James Lakin in 1926 the company was an agent and manufacturer of fairground rides and equipment. The railway was part of a proposed large amusement park that was being built at the developing resort.

Baguleys had completed 3024 by 14th July 1939 when it was photographed at their works in Burton-on-Trent and was no doubt delivered to Allhallows-on-Sea soon afterwards. The locomotive was numbered "No.1" on the smokebox saddle and had the name "Dreadnought" painted on the boiler barrel. The tank sides carried the wording "Wilson's Pleasure Railway". 3024 was fitted with an American made Ford type BB 4-cylinder 24hp petrol engine. A headlamp was carried above the centre of the buffer beam. To accompany "Dreadnought", Baguley supplied two 18ft long open bogie coaches (works numbers 3025 & 3026) fitted with six "toast rack" style reversible seats. 3025 was fitted with a handbrake, while 3026 was unbraked. Each coach could comfortably accommodate 18 adult passengers, although Baguley stated the capacity was 30 passengers, which presumably included a number of children.

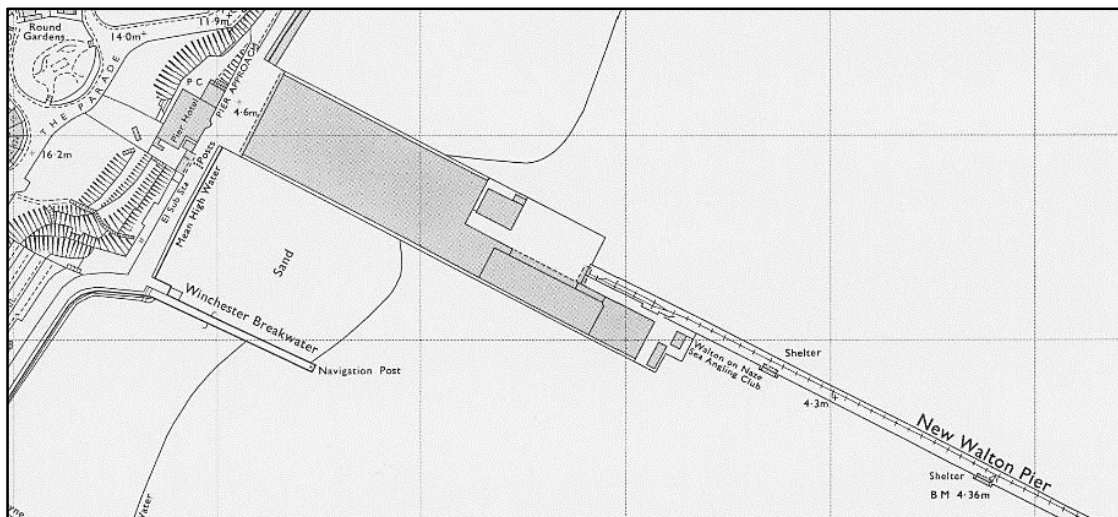
3024 and the two coaches were put to work on Wilson's Pleasure Railway - but not for very long. On the outbreak of the Second World War on Sunday 3rd September 1939 the railway was closed never to reopen. (*The Narrow Gauge* No.61 [Summer 1972] contains the only known photograph of 3024 at work on the railway). 3024 and the two coaches were put into store, at either Allhallows-on-Sea or possibly with R J Lakin at Streatham. There they remained safely until spring 1948 when they were moved to Walton-on-the Naze to work the new railway on the Pier. The name "Dreadnought" was probably still carried by the locomotive on arrival, but was lost with subsequent repainting.

Ongoing Operation

The railway normally operated daily from Easter until October. In the early 1970s operating times were said to be 09.30 to dusk and at that time the railway was free to use once the Pier entrance toll had been paid. For 1971 the toll was 2½p, rising to 3p in 1972 and 4p in 1973 and 1974. With a run-round loop at each end of the railway the locomotive could haul the train in both directions, although it could only be turned at the Pier head using the turn plate. However, most photographs show the locomotive facing east - towards the Pier head.

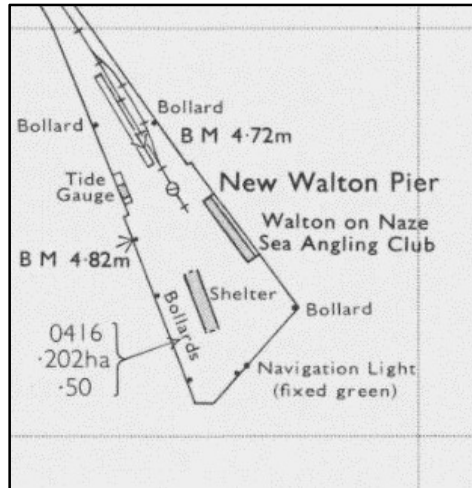
By June 1951 additional higher bars were fitted to the north east side of the coaches, presumably as the railway ran close to that side of the Pier, the Company didn't want passengers falling out of the open coaches into the sea! In 1952 the locomotive was re-engined by a local contractor with a Lister FR2 2-cylinder 24hp diesel engine. The mechanical transmission was retained. The 1950s were a busy time for British seaside resorts and passenger traffic on the Pier must have been good enough to require an extra coach. Therefore, the New Walton Pier Company ordered a new coach from E E Baguley Limited on 1st November 1955. This was works number 3474, an unbraked coach of the same design and seating capacity as the existing two coaches. It was delivered to Walton-on-the-Naze on 17th April 1956.

An early photograph, taken in 1949 a year after the railway opened, shows a simple station at the shore end with a run-round loop, but no platform, and set at an angle across the Pier. The 25in Ordnance Survey map surveyed in February 1956 (see above) shows by then the station was parallel to the Pier and had been provided with a platform on the south side. However, this map does not show a platform at the Pier head (this section of the map was surveyed in December 1955) - a platform only appearing on the south side of the line with the March 1970 revision. The turn plate in the headshunt was still in place. By March 1970 the railway had been shortened slightly. The 25in Ordnance Survey map, revised in March 1970, shows by then the shore end station had moved some 140ft towards the Pier head and very slightly to the north - it was now located at TM25602142. This shortened the railway by around 47 yards. Presumably, this was to accommodate an enlarged or new pavilion building.



An extract from an Ordnance Survey 25in map, revised in March 1970 and published in 1971. This shows the relocated shore end station, shortening the railway by around 47 yards. Compare to the 1957 map on page 8.

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An extract from an Ordnance Survey 25in map, revised in March 1970 and published in 1971, of the Pier head. It shows by this time the Pier head station had gained a platform. The turn plate in the headshunt can be clearly seen. Compare to the 1957 map on page 8.
(Reproduced with the permission of the National Library of Scotland. CC-BY[NLS])

Narrow Gauge News No.84 of August 1973 reported that the locomotive had been overhauled over the winter 1972/1973 at, it was believed, a local garage in Clacton although some parts were returned to Baguleys. A new Lister SR3 2-cylinder 18hp diesel engine was installed and livery was changed to red with a black smokebox with a golden yellow door, buffer beam and lining. A face was added to the smokebox door. The three coaches were repainted in the same red and golden yellow colours and sported white seats. The *Narrow Gauge News* added there was also a 4w flat wagon, while Pier admission was 4p which permitted "one to ride on the train or walk beside it".

Closure & Afterwards

The railway continued to run until the end of the 1977 season in October. As mentioned above, a severe storm during the night of Wednesday 11th/Thursday 12th January 1978 seriously damaged the Pier. A photograph in the *East Essex Gazette* of Friday 13th January 1978 shows the railway was badly damaged, with the track near the curve in the Pier ripped up and thrown to the other side of the Pier. A short length of the Pier at the shore end opened again on Saturday 14th January 1978. However, Joe Rose one of the Directors stated in the *East Essex Gazette* of Friday 20th January 1978 that "although they had not yet repaired the railway line the decking to the end of the pier should be restored by the weekend". Fortunately, at that time of year the locomotive and coaches would have been safely stabled in the shore end station.

It seems at that time the intention was to repair and reopen the railway. However, a further storm during the night of Saturday 30th/Sunday 31st December 1978, which caused even worse damage to the Pier with a 108ft long section near the curve collapsing into the sea, sadly brought about the permanent closure of the railway. The last trains would have run in October 1977. *Narrow Gauge News* No.117 (February 1979) noted a BBC TV news report had covered the storm damage to the Pier and "In the same report the 2' gauge 4wDM Baguley 3024/39 was clearly visible stabled at the landward end of the pier".

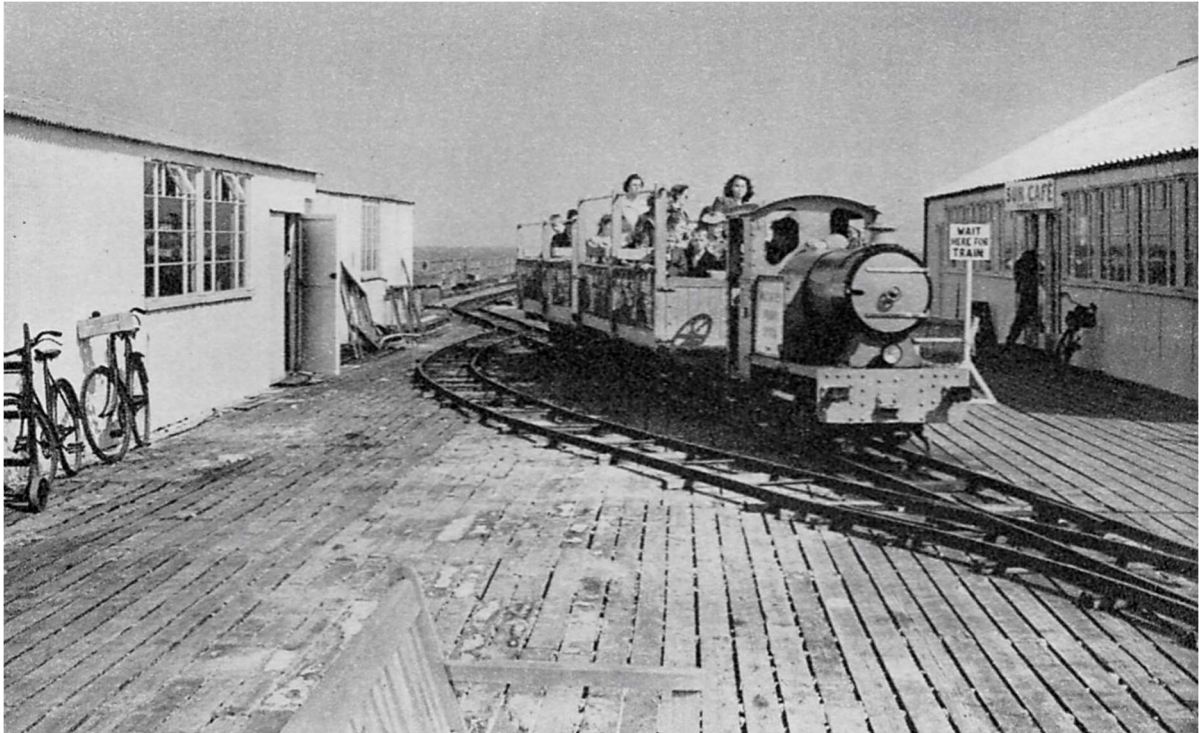
With no more use for the railway the locomotive, three coaches and track were sold around September 1982 to dealers ARM (UK) Limited at Enstone Airfield, near Chipping Norton in Oxfordshire. *Narrow Gauge News* No.140 (January 1983) reported that "*the entire 2ft gauge railway formerly at Walton-on-Naze Pier Essex, is for sale for £4,000*". It stated in addition to the locomotive and three coaches there was "*about ½ mile of track*". It went on to note "*The railway last operated about four years ago and was removed into storage near Oxford about four months ago*". They were not with ARM (UK) Limited for very long as early in 1983 the complete railway was purchased by the owners of Park Hall at Charnock Richard near Chorley in Lancashire where a medieval theme park called Camelot was being built. Before being used at Camelot, the locomotive was overhauled by Steamtown at Carnforth in Lancashire (*Narrow Gauge News* No.142 May 1983).

Back at Walton-on-the Naze, there is now no trace a 2ft gauge railway ever ran on the Pier. The Pier remains open, mainly for its large indoor amusement pavilion, but it is no longer possible to walk to the Pier head where the railway terminated after its 660 yard journey from the shore end.



Taken in 1949 a year after opening, this is the earliest known photograph of the railway. Baguley 0-4-0PM 3024, probably little changed since arriving at Allhallows-on-Sea in 1939, is seen at the shore end station. This was then a simple affair, set at an angle across the Pier, with a run-round loop but no platform. The track was directly on the Pier decking.

(J. James Collection. 1949)



Another early view of the shore end station looking towards the Pier head. Note the guard rails on the left hand side of the coaches - oddly they are different heights on each coach. The locomotive has clearly been repainted since the view on the previous page.

(Photochrom Co Ltd Postcard)



Now sporting a red and white livery, 3024 and its train is seen arriving at the Pier head station. Note the teddy bear placed in the locomotive's chimney!

(L. Hodgkinson Collection. c1962)



The train has now arrived at the Pier head station and the driver is preparing to run the locomotive round ready to head back to the shore end. The train is now formed of three coaches, following the arrival of works number 3474 in April 1956.

(L. Hodgkinson Collection. 1960s)



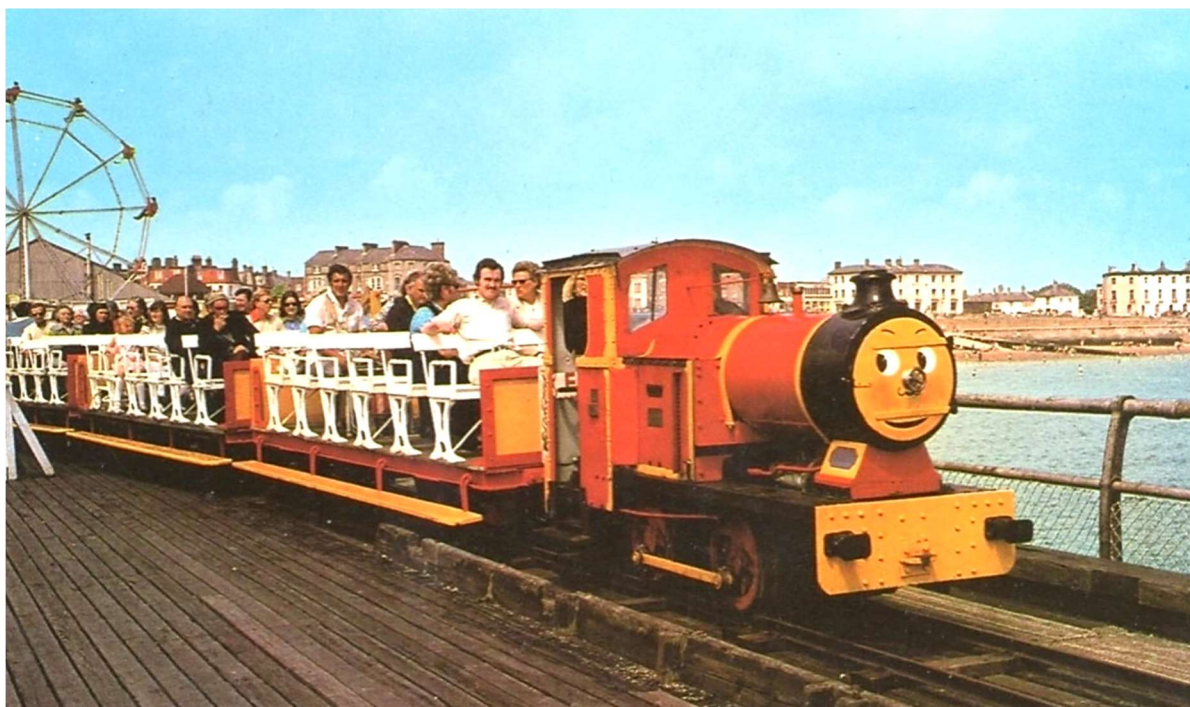
Looking in the opposite direction, the locomotive has now run-round and is waiting to depart. However, there seems to be only a few prospective passengers.

(Courtesy MRT/NGRS Peter Lee Library Collection)



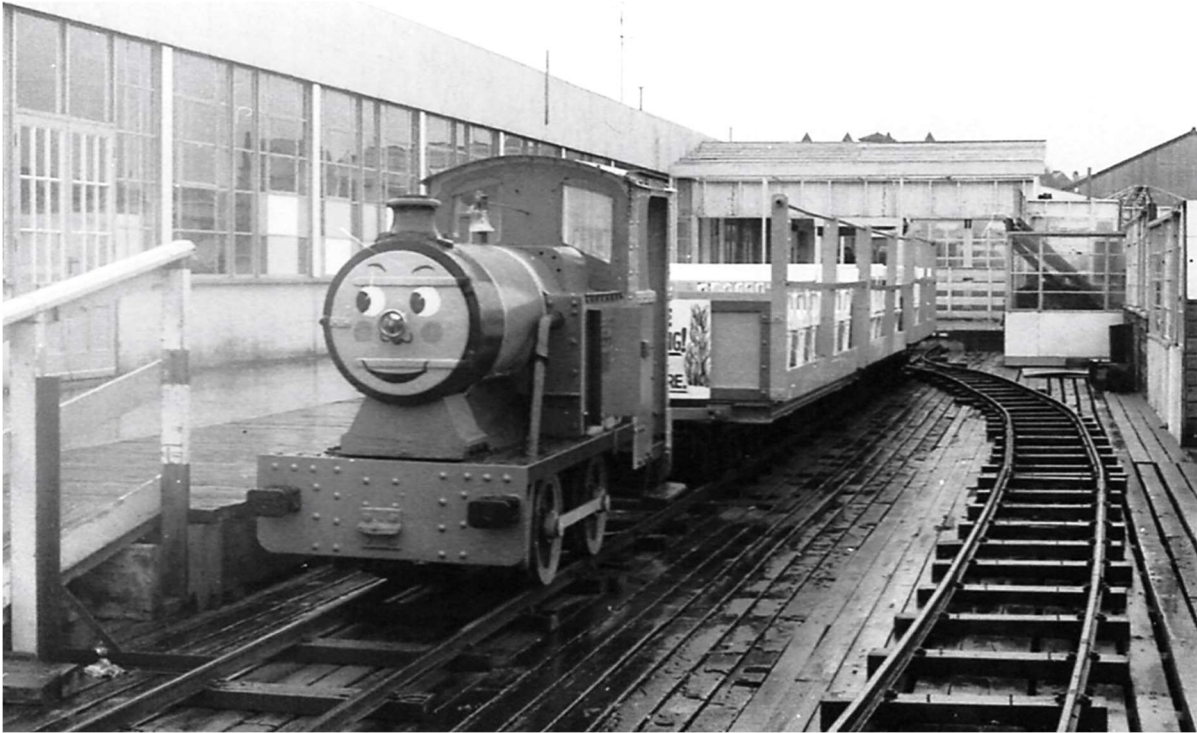
The train is seen returning from the Pier Head back to the shore end. Note the wooden troughing alongside the track used to guide the 1936 pneumatic tyred car. The fisherman leaning over the Pier railings seems undisturbed by the train's passing.

(L. Hodgkinson Collection. 1960s)



Over the winter of 1972/1973 the locomotive and coaches were repainted into this bright red and golden yellow livery. Coach seats were white. A smiley face was added to 3024's smokebox door. Here a three coach train has just departed from the shore end station. This postcard was probably issued to mark the train's overhaul and new livery.

(Sapphire Postcard. 1973)



A three coach train sits in the shore end station on a damp day. By the time of this view the station has been moved slightly further down the Pier and is now parallel to the Pier.

Careful positioning of the train was required by the driver when running round!

(Travel Lens Photographic. 1970s)



Looking out from the shore end station, 3024 contemplates its domain and whether any passengers will turn up on this obviously damp day.

(Travel Lens Photographic. 1970s)



The locomotive is seen here running round a reasonably well-loaded three coach train at the shore end station. Note the track with the sleepers laid directly on to the Pier decking.
(*L. Hodgkinson Collection. 1970s*)



On a beautiful sunny day the train makes it way towards the Pier head, with the town of Walton-on-the-Naze laid out in the background.
(*M. Easdown/Marlinova Collection. 1975*)



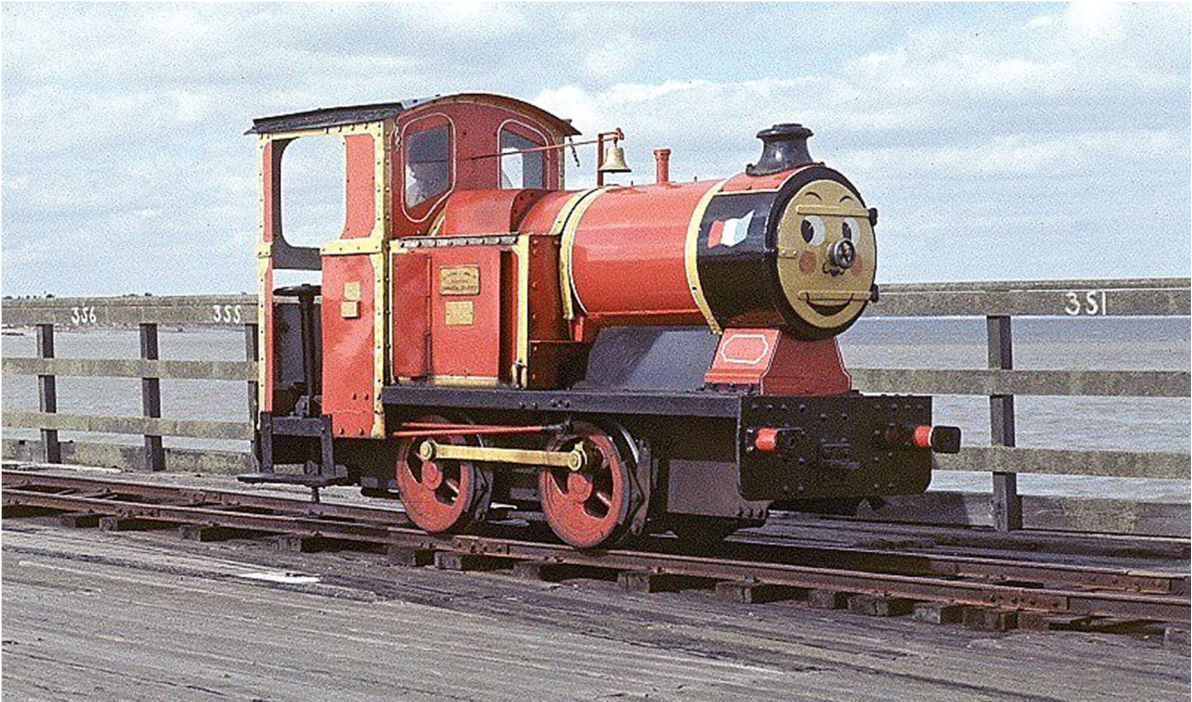
A view of the Pier head station looking back towards Walton-on-the-Naze on a damp, dismal day. The small turn plate in the headshunt can be clearly seen. Whether it was ever used to turn the locomotive is not known. The curve in the Pier is noticeable in this view.

(Travel Lens Photographic. 1970s)



A view in the opposite direction on a completely different day weather wise! There doesn't appear to be a buffer stop as such, rather the end of the line has a neat decorative fence around it. Despite the good weather the Pier head appears almost deserted.

(M. Easdown/Marlinova Collection. 1975)



A lovely view of 3024 running round its train at the Pier head. The locomotive looks very smart - note the interesting collection of works plates or similar on the cab and tank sides.
(*L. Hodgkinson Collection. 1970s*)



The damage to the Pier and railway following the storm during the night of 11th/12th January 1978. The track has been thrown to the other side of the Pier and badly damaged. The Pier was repaired, but sadly the railway never reopened.
(*East Essex Gazette. 13/01/78*)

Summary

Opened: Saturday 15th May 1948
Closed: October 1977
Layout & length: End-to-end, 660 yards

Locomotive (2ft gauge)

0-4-0PM (DM from 1952)	E E Baguley Limited 3024	1939	Steam outline	1
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1 From: Wilson's Pleasure Railway, Allhallows-on-Sea, Kent by 5/1948.
To: ARM (UK) Limited, Enstone, Oxfordshire c9/1982.

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Acknowledgements

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A HISTORY OF THE WALTON-ON-THE-NAZE PIER RAILWAY

A short history of the 2ft gauge railway on the Pier

MINOR RAILWAY MINI HISTORIES - M11

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