

IPSWICH SCENES

The Orwell Bridge



PICTURES: DERRICK BANYARD

Travel between Ipswich and London in the eighteenth century was possible by horse-drawn coaches, taking about ten uncomfortable hours for the single journey. In the nineteenth century the journey could also be made, again very slowly, by steamship.

In 1846 travel by train was possible, and the return journey could be made in one day! Ipswich Station was at first situated at the eastern side of Stoke Hill, but a tunnel (bottom right) was built, bringing the railway to the present more central station and so linking to other routes in East Anglia and beyond. This tunnel, a quarter of a mile long, was the first railway tunnel to be constructed on a continuous curve.

The Spring Road Viaduct (bottom left) was built as part of the single-track Ipswich to Felixstowe line in 1877. It carries tremendous container loads from Felixstowe, which is the premier port in the UK. The Felixstowe Port expansion led to the erection of the Orwell Bridge (top), built by Dutch engineers and opened in 1982, giving better road access to the Midlands and beyond. The proximity of Felixstowe and Harwich makes it appropriate that Ipswich has been publicised as "The Gateway to Europe".

The mind goes to the busy trading of three Bible cities: Tyre and Zidon, with a sea trade embracing the known world (Isa. 23; Ezek. 27), and Ezion-geber, base of Solomon's navy (1 Kgs. 9:26-28; 10:21-23). The day is coming when all the world will serve the coming King (Ps. 72:8-15) and undertake an annual journey to Jerusalem (Zech. 14:16).—*Derrick Banyard*