

STOUR VALLEY

S T E A M



SPRING/SUMMER 2011

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM

150th
Souvenir
Edition



40 YEARS OF RAILWAY PRESERVATION



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STOUR VALLEY STEAM

EDITORIAL

This edition of Stour Valley Steam must begin with an apology for the gap of about a year since the last one. It is regrettable that the editors who began so enthusiastically found themselves over-committed when family illness struck, while remaining convinced they could cope with the situation. They have now had to admit defeat, and the understanding of readers is sought for their predicament. This edition has been put together by a scratch team who will remain anonymous for the time being but who hope that someone will come forward to take up the reins on a permanent basis: our house journal deserves to be overseen by one individual who can apply consistency from one edition to the next. Having said that, a very obvious change since the last edition is the return to A5 format; this will allow considerable savings to be made (an advantage that is hard to ignore in times like these) following changes to the way postal charges are calculated. The majority of members receive the journal through the post rather than collecting them at the Museum, and it is always helpful to know who can collect their copy rather than have it sent.

This edition chronicles two mileposts in the history of the East Anglian Railway Museum. This is the 150th edition of Stour Valley Steam, and we include a retrospective which illustrates the sheer variety of articles that have been published and subjects that have been covered over the years. Also, earlier this year, we celebrated 40 years of preserved steam and public open days at Chappel. The memorable week-end of events is described for the benefit of those who could not be present and to stir the memories of those who did manage to be there for some or all of the festivities.

We hope you enjoy your read, and regret the long wait you have had for the pleasure.

The Editorial Team

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Front Cover:
The N7 eases its train of
vintage stock past
North Signal Box on
11th March 2011

G.D.King

The 40th Weekend Remembered

– or ‘We pulled this off – and we don’t think anyone noticed the missing bits!’

By Ian Reed

Sometime early in 2010 at a meeting it was pointed out that we had missed the 40th anniversary of founding the Stour Valley Railway Preservation Society but it must be the 40th anniversary of something soon!

Stirrings of the memory cells of those ‘still around’ and records revealed that a lease was taken on the Chappel & Wakes Colne station site on 7th December 1970 and 100 days later the first Open Day was held. It appears that the first Public Open Day actually took place at Easter which would be difficult to factor in alongside ‘Days Out with Thomas and Friends’.

So the Trustees decided that we would commemorate the 40th anniversary of the first Open Day (for members originally) on the 13th March 2011. Looking to how we might maximise the publicity for that event we decided that as this was a Sunday in 2011 it would be difficult to get VIPs and television/radio coverage. Therefore we would have the VIP day on the Friday to get the VIPs along and hopefully some free publicity for the event day on the Sunday.

Next question was what function could we get the MVIP (most very important person) to do and fairly obviously it would be to open the new Heritage Centre – or by its long and thus underutilised full name the BDJ Walsh Heritage Interpretation Centre. Having checked with Jaki and Mike as to the feasibility of working to this date we next had to decide who was to be the MVIP?

Obviously if we are opening the Heritage Centre of the East Anglian Railway Museum who else should it be but Steve Davies MBE, the Director of the National Railway Museum at York. Fortunately having ‘bumped’ into him a few times since his appointment early in 2010 helped with the introduction and an invitation followed by a swift response that he would be delighted to do so.

Fate intervened in the summer of 2010, whilst planning for the 40th was still in the early stages, with the failure of the N7 locomotive which had been overhauled at the North Norfolk Railway in 2004/5 and was still working off the debt. It was decided that the repair work would be done by the South Devon Railway Engineering Department and the loco duly departed from the NNR for the SDR in July 2010.

The resulting examination of the finances revealed that we were only £30k outstanding on what originally had been over £150k worth of debt to the NNR. Given the strong cash position we had built up over the previous three years we could afford to clear the debt, pay for the repairs and have a say again in where the locomotive was based. Thus there was every prospect of having the N7 back at Chappel for the 40th weekend celebrations and we started planning around this. However what could we do to link back to those early days, when the role of the Pooley Van was remembered as the first item of ‘passenger’ stock used on that ‘first’ Open Day.

The poor old Pooley had languished in the sidings since the early 1990’s when a member offered to restore it and stripped down the body sides and took the doors off. Unfortunately as has happened far too often down the years at that point the interest disappeared – as did the member – leaving the Pooley to be eventually shunted out of the shed and into the sidings. There it sat decaying for another 15 years until thoughts of resurrecting it for

the 40th were mooted and it was agreed to make it a project for our long suffering carpenter Kevin Watson to breathe life back into the decaying wood and metalwork.

Once in the restoration shed and dried out it was clear that all the subframing of the body needed replacing with the majority of the floor and attention to the roof needed as well. Kevin set to, cutting out each side and end in turn to insert new green oak frames with new stubs to the verticals made from cutting down old 6-wheeler frame pieces. The ‘needlegun boys’ led by Graham Adley got to work on the steel frames and metalwork so that once the wooden subframe was complete the cladding could be replaced and the doors rehung.

Of course it was discovered that the prior attempt to rebuild one of the side doors had gifted us with one that did not fit or match the others. Fortunately a reworking of the components with grafts where they cannot be seen yielded at last matching doors. Finally as time was running out a discussion about the inclusion of the Pooley in the 40th re-enactment highlighted the lack of braking capacity. At the very least through piping the wagon was required if we were to use it -

this was done and even temporary catches made for the doors as well as means to stop passengers falling out the open side (unlike the 1970’s of course).



The N7 Being Prepared for the special event

What proved very disappointing for all those who had worked so hard to get it ready was the late decision that the running components had not been checked and therefore it would not be included in the freight train behind Jubilee. In the event the wagon was

not even moved out of the shed to allow visitors to see what had been done so far. A shame, but hopefully it might be finished and be rolled out in time for members to see at the next AGM.

The AGM, what a good idea, if we could get the accounts out early enough then we could hold the meeting on the Saturday of the 40th weekend and invite all our early members to come and see what we have been doing for 40 years. Thus was the line up for the 40th set, Friday for VIPs with the official opening of the Heritage Centre, sorry the BDJ Walsh Heritage Interpretation Centre, hereafter to be called the Heritage Centre to save ink. Saturday was to be Members Day and the AGM with Sunday as a special Public Open Day (to generate some money to pay for the previous two days!).

Invites to Councillors, MPs, Lord Faulkner of Worcester (President of the Heritage Rail Association) and the Great and the Good were sent out with specially printed cards and duly acknowledged, declined or accepted. The catering arrangements for the Friday were sorted out whilst on the Saturday we decided to do a special lunch in house to keep members warm between the AGM and

the re-enactment.

Just to show that Steam engines can be not just expensive but problematic the N7 repairs were taking far longer than envisaged with the new axleboxes having been cast twice – the first ones had cavities in the castings – the machined boxes were offered up at South Devon Railway Engineering only to discover that the original drawings had been subject to a modification (not shown on the drawing) which meant they could not fit the underkeeps – a bit drastic as the springing works through the underkeeps. So a third set of axleboxes had to be cast, then machined and this time using dimensions off the engine the underkeeps could be fitted and the springs replaced so the weight on the axles adjusted.

You know by now that we did get the N7 back in time to take part and very nice she looked too. The week ahead of the 40th weekend went in a complete whirl still trying to clear the yard after having lifted the north head

shunt completely, dug it out and installed new cess drains, put in retaining walls to the embankment at the north end and then ballasted and installed concrete sleepers in an effort to reduce future maintenance. Some last minute panics getting the rail back in far

enough to the north

to act as a head shunt, but our attempts to use a lorry mounted crane to install the new replacement buffer stops had to be abandoned when it could not propel itself on the new ballast!

The yard outside the Goods Shed was still full of rail, sleepers, piles of packing ballast and track ballast with piles of concrete

sleepers down in the members parking areas and so on. As dark fell on the Thursday evening there were a group of us operating cranes, Hiab lorries, dumpers and forklifts to clear the site. Early the next morning contractors helped us by spreading the packing ballast over part of the yard and suddenly an appearance of normality returned.

On the Friday the first guest to arrive was Steve Davies, Director of the NRM, but a late movement of stock into the Goods Shed meant that both sets of rail doors had to be open so the heating could not be turned on and worse still the rubbish on the track was visible. I returned to the Shed from chasing up the stock move to find him and my partner Karen picking up rubbish – hardly the vision of our efforts we wanted to portray.

Luckily the stock to go in the shed arrived just in time to fill the gap and get the doors closed and heating on before going to welcome the other invited guests. The rest of the Trustees and some Heads of Department

were waiting in the main station to meet their allocated VIPs and without much delay the groups started to have the tour of the site after a quick coffee.

For me the morning just flew past, a brief tour of the Heritage Centre, an overview

of our planning problems which resulted in the need to use a set of demountable buildings instead of a permanent one, a look in the Restoration Shed at some of the work being done and it was time! Gathering outside the Heritage Centre and using the sound system helpfully set up earlier, Steve Davies was talking about the work of the Museum and the value of our efforts both to the local

and county economy but also the regional history. He commended local politicians and officers to have no doubts about the value of the work being done and hoped they would support our efforts to find a permanent solution on accommodation.

A very nice plaque was unveiled filmed by the TV crew, the local press and radio, pictures were taken around site, we had to take the plaque off the wall and stand with it in front of the N7 for more pictures and then back to the Goods Shed for the official lunch. A chance for all the Trustees and Heads of Department present to talk to the various guests about what we do and our aspirations, gain support for our cause and yes to enjoy the moment.

I got to say a few words of thanks to Steve Davies for performing the opening and to our other guests for supporting us in celebrating the achievements of the past forty years. A few more interviews with various papers and then to invite everyone to take a ride behind the N7, Steve Davies lost no time in getting on the footplate and enjoying a spell at the controls. Then it was all over, the guests gradually left thanking us all for our reception and wishing us well for the future.

Was it all worth it? Yes, a lot of hard work, heartache and at times frustration but we had presented a good picture (lets draw a veil over the litter picking episode and no one questioned why the Pooley Van was tucked away at the back of shed) the VIPs saw a Museum acting professionally opening new facilities. A sigh of relief and back to preparing for the next day and the AGM plus.

A good turnout of our early members was very welcome and with over 70 members present it was the best attended AGM in many a long year. What I remember most, other than the computer technology letting me down so that the accounts had to be read out, was the comment from Ted Lawrence who had been amongst those fighting the good fight during the first 100 days on site.

He said that after he had ceased to be actively involved he had often wondered during the years that the branch was reprieved and the yard got fuller and fuller 'had it all been worth it?'

The answer was he said 'a resounding yes – what has been created and the future prospects meant that those early efforts and over the following forty years are clearly worth it'. I was touched and felt you could ask no better endorsement of all the efforts, particularly in the past five years, to bring the Museum to the forefront of efforts to capture our heritage for today and the future.

Now for the next forty years!

Photos in this Article are by G.D.King



Steve Davies from the NRM unveils the Plaque for the Heritage Centre



A TV Film Crew gets some footage of the N7



Return of the NUR Marching Banner

By Mike Stanbury

Members may recall the picture by Geoff Hutton in Stour Valley Steam of Spring 2009 of the marching banner of the National Union of Railwaymen that was recovered from a builder's skip in the Romford area and bought to the Museum by him for possible display.

The banner was in a terrible state, but examination by the Museums Libraries Archive Conservation Officer led us to obtain an estimate from highly acclaimed textile conservators Annabel Wylie and Poppy Singer, whose workshop is at Great Bentley and who were confident that despite its condition, they would be able to restore it to a condition such that it could be properly displayed, but, not unnaturally, at a price!

And that price was in the region of £6,000, certainly out of our reach in Autumn last year, when we had so many calls on our rapidly dwindling reserves. It was obvious that this project could not be undertaken without a substantial grant of some description, and it was fortunate that about that time the Association of Independent Museums in collaboration with the Pilgrim Trust was inviting applications for grants for textile conservation.

A comprehensive application was put together and submitted, but in the meantime the question arose of storage of the banner until the decision on the grant was known. The conservators carefully rolled it, interleaved with tissue, onto a large diameter

cardboard roll, and it was gently tied to hold it together. In the meantime, two brackets had been secured on one of the interior walls of the Archive Store for the banner to hang between, and the question of support was solved by use of a 6" diameter soil pipe which gave the required rigidity and allowed the banner to rest without pressure on any point. Crude, but effective!

We waited with bated breath for news as to whether or not any grant had been made, and to our delight in early November we were told that a grant of £4,500 towards the conservation was forthcoming, and Kevin Watson and Keith Brandom were entrusted with the job of getting the banner to Great Bentley in Kevin's faithful old van. Unfortunately, due to the delay in awaiting news of the grant, the banner's place in the conservation queue was lost, as it had been hoped that it might have been ready for the official opening of the new Heritage Centre in early March, but a further delay in acquiring the special netting needed to hold the banner together put that out of the question.

After a complicated procedure, where the painted silk of the banner was first softened, and then cleaned so that a special netting could be glued over the whole of the painted silk area, sewing repairs to the torn areas could be commenced, and you just can't see the join! Eventually, on May 21st, the banner was finally returned to the Museum and hung in the 'Railway Workers Room' in the Heritage Centre, on special brackets made

to precise measurements. Shortly after it was joined by the banner of the NUR Women's Guild, Romford District, and now forming the main exhibit in the 'Railway Workers Room'.

If you haven't yet been to the Museum to

see the new Railway Heritage Interpretation Centre, its time you came to see what your annual subscription is being spent on, and we know you'll feel it's worth it! And if you feel like making a Gift Aided donation towards the balance of the cost of conservation, it will be more than welcome!



The Marching Banner in the Railway Workers Room which can be found in the Heritage Centre

S&T Display - A Request from Chris Hoser

Chris Hoser has recently relocated the S&T Display, which includes Fog Signals and Ground Signals, to the rear of the Heritage Centre, and he is currently looking for any pre-grouping ground signals, especially counterbalance weights with company coat of arms or cast iron signs with manufacturers names that people are willing to donate to the Museum. Please contact Chris on 07833 510271 or via the Museum Reception. Chris also has plans to install colour lights, upper and lower quadrant signal arms. Have a look next time you are on site at the work so far.

40 Years at Chappel - From the Stour Valley Railway Preservation Society to the East Anglian Railway Museum of 2011 – a Railway Journey of over 40 years.

By Ian Reed

The Sixties

Even those who have been born in the last three decades are likely to have heard of Dr Beeching whose infamous report 'The reshaping of British Railways' sounded the death knell for many a branch line up and down the British Isles.

In the decade of the 'white heat of technology' the day of the train was thought to be over with the motor car and new motorways heralding the future of transportation within the UK. However Dr Beeching and his report made a generation realise that the lines they and their families had used for over 100 years were being swept away in the name of modernisation. Up and down the land groups formed with the idea that they would seek to preserve this aspect of predominantly rural communities transport links as tourist and leisure routes.



An open day in the Summer of 1971 rides were given in the Pooley van and "Austerity", 0-6-OST built by Hunslet known as Army 90 G.D.King

The closure of the majority of the railway line between Marks Tey, on the London to Colchester main line, and Shelford, on the London to Cambridge main line crossing as it did three counties en route took place in 1966. This saw the formation of a group calling themselves the Stour Valley Railway Preservation Society in 1968.

The line, which ran for much of the route through the valley of the River Stour, had had most of the track removed. Initial efforts to obtain the track-bed and the remaining mile of track in-situ during 1969 came to naught so in 1970 when the last operational section of the line between Marks Tey and Sudbury was confirmed for closure attention turned to setting up a base adjacent to the line ready for closure.

At Chappel & Wakes Colne Station, four and a half miles from Marks Tey, at the end of the famous Chappel viaduct the rationalisation of the line during the sixties had seen the passing loop removed and the signalbox closed whilst the redundant Platform 2 buildings and the footbridge linking it with Platform 1 had been demolished. The SVRPS set up a limited company, Branch Line Preservation Ltd (BLP), to take a formal lease from the then British Railways Property Board and access to the Chappel site was obtained from early December 1970.

Work to reinstate the trackwork, which was mostly still on site but had been lifted, started straightaway whilst more track was collected from across the region to allow for more sidings and storage space to be created. The progress was so swift that almost

100 days after starting the first steam day was held at Chappel with an ex industrial locomotive and a wagon, an ex Pooley & Sons weighing machine contractors van, giving rides. Not long after some vintage coaches of the mid to late 19th Century were brought to site and public open days started with enormous interest.

The Seventies

Having established a base the members rapidly started acquiring railway equipment from far and wide with a view to the future operation of the branch line. From signalling equipment to steam and diesel locomotives, coaches and wagons, workshop equipment to electrical generators items came in fast and furious.



Hunslet '50550' 0-6-OST 'Gunby' (HE 2413/1941) and former Corby ironstone quarries 0-6-OST 'Jupiter' (RSH 7671/1950) are seen together on May 31st 1971. G.D.King

Following a hiccup in 1974, the Steam Ban, where all preservation groups up and down the country who occupied British Rail owned sites had to cease steam operations, the base reopened as Chappel Steam Centre in 1975, yet more coaches arriving and temporary sidings filling every space in the yard. The sequence of steam days every first Sunday of the month and Bank Holidays was established and funded the early work of restoration of the fleet of ex industrial locomotives and now a few ex main line locomotive rescued from Barry Scrapyard in South Wales.

With the completion of the S15 class locomotive and its service out on mainline tours the site continued as a steam centre into the early part of the next decade but hopes of the branch line closing were fading as it became more and more politically difficult to close the remaining parts of the rail network.

The Eighties

The need to find a new rationale for the collection at Chappel & Wakes Colne found expression with the decision in 1984 to embrace a new name The East Anglian Railway Museum. This was designed to make sense of not being an operational railway, unlike most of its contemporaries from the early 70's, and focus on what could be done with the site to make it viable in the longer term.

The earlier acquisition of the compressor buildings from the second Dartford road tunnel and the availability of labour through the job creation programme of the Manpower Services Commission enabled development plans to be taken forward from 1985 onwards. The MSC schemes ran for five years during which time the Restoration Shed and Workshops were built along with the trackwork to provide three roads (lines of rails) inside.

With removal of the machinery from the Goods Shed, which had been used as workshops since moving onto site in 1971, we could sandblast the ceiling and walls to remove 100 years of limewash. We then painted the ceiling and installed new lighting to create a space for exhibitions and events. This allowed the holding of the first beer festival in the Shed which has now been going for 25 years.

At the end of the 80's and the last year of the MSC schemes we were able to excavate out the storerooms under the main 1880's station building, because the foundations were

installed on the former embankment and went down to original groundlevel. This enabled us to create a Visitor Reception Centre (VRC) and release the original rooms above to be put back to their former functions as Ticket Hall, Ticket Office and Waiting Room.

Also during this decade we were finally able to purchase the site which we had been leasing since the end of 1970 and provide security of tenure for the Museum. Alongside this work the engineering teams were able to use the new facilities to rebuild the N7 locomotive ready for a return to service at the start of the next decade.

The Nineties

Must be the decade of the N7 which triumphantly returned to service at Southend on Sea then went to Stratford for a celebration at the old works where it was built before moving around various railways in the UK and not least running services on the Sudbury to Marks Tey branch on Sundays during the winter of 1992. Work on other locomotives stalled due to contractual problems and then increasingly a shortage of funds requiring hiring in of locomotives to run open days at the Museum.

However the Museum became a charity and also a registered Museum during this period whilst the former BLP became EARM(Trading) Ltd to operate the retail operations that the charity was no longer allowed to undertake.

The Noughties

Started with some difficult times financially, the N7 locomotive needed a major overhaul

having done 10 years service and the Museum accepted an offer by the North Norfolk Railway to fund the overhaul which it would have to pay back through service on their

railway in the years afterwards. The locomotive entered service again in 2005 having racked up a debt of nearly £150,000 and was thus destined to spend the rest of the decade working it off.



The Museum's N7 pauses for water at Chappel and Wakes Colne Station during Steam on the Branch in December 1992. David Reeve

Back at Chappel, wagon restoration was taking place but the pioneering spirit and large working parties

of former years was a thing of the past, leading many to believe that the Museum was in terminal decline. However in 2004 a plan to develop the facilities that a Registered Museum required to make the transition to an Accredited Museum was put forward. At the same time a means of restructuring the finances was developed and key amongst these was the return to service of the Museum locomotives and the cessation of hiring in motive power.

An investment of over £45,000 enabled two locomotives to be returned to service, one converted to a 'Thomas the Tank Engine' replica for running our Days Out With Thomas events and also to hire to other railways doing the same. Meanwhile our faithful 0-4-0 Saddle Tank locomotive 'Jubilee' was able to return to steam and change the economies of running open days and events.

Towards the end of the 00's the plans for a purpose built Heritage Centre and complex of storage and lecture buildings were approved and work started on converting the collection of cabins and demountable buildings that had been acquired at nil cost over

the previous few years. The first stage was completed by 2007 with a Lecture Room (used as Refreshment Room on event days) and Archive Building in place.

With the finances now being restored the provision of fit-for-purpose Toilet Block in the Restoration Shed for use on event days and also to support the private hires of the Goods Shed took place in 2009. Meanwhile the Cider and Beer Festivals were going from strength to strength bringing in much needed financial support as well as raising awareness of our existence.

The Teens

The decade started well with recovery of Gift Aid tax and healthy revenue streams from locomotive hires enabling the employment of some more permanent staff to take forward restoration work and building maintenance. A rebuilding of the engineering team during the locomotive restoration projects of the late noughties was redirected towards a major wagon fleet restoration exercise which today means more than 50% of the collection has now been restored.

The funding of the final development of the Heritage Centre was supported by donation of another more suitable building at the end of the 00's and this was commissioned during 2010 ready for its official opening in 2011.

With plans for a further development to the Heritage Centre, remodelling of the South Sidings to create an authentic Goods Yard and further improvements to our buildings

we face the future on a sound financial footing, with a good volunteer base backed up with a team of employees integrated into the restoration programme. Whilst there are challenges ahead we can now face the next forty years with some confidence, why not join in?

Now for the next 40 years – will you help?

Recognising that not everyone can spend days working at the Museum doing the myriad of jobs that have to be done I would take the example of a member who made that point to me. Clearly no longer physically able to make a contribution he asked if donating £5 a month would help, of course I replied we use every penny to take the work forward and such an amount does count. Now every month when I do the bank reconciliations and I note that amount from him I think that if even a quarter of our membership

was able to donate such a sum we could put £6000 a year into the new shed fund or towards the rebuild costs of the N7 in three years time.

So how about it, will you help us celebrate our 40th anniversary by making a £5 a month contribution to our development? If you can sign a Gift Aid form then that

would make it worth £75 a year to the Museum.

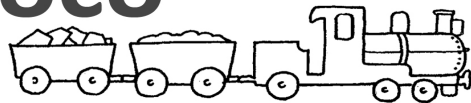
There is a form enclosed with this magazine to specify which of the future projects you would like to help.

Thank You for your support.



Number 54, Penn Green was converted into a licenced Thomas replica in 2008 to reduce the costs of putting on a Day out with Thomas event. Jon Nutbeam

Pete Martin's Plumb Loco



Falling short of doing a Basil Fawlty and hitting it with a stick, this stupid computer crashes to the useless Microsoft apology encountering a problem, and having spent an hour concocting this article only to lose it all, I start again. Well, I didn't like it anyway. As yet another stock market crash tolls the bell of doom and despondency, it makes you wonder how much of it is derived from some unknown computer glitch - not that they will never admit to it anyway. So beware - getting your decimal points or pressing CTRL - ALT - DEL in the wrong place could add to the World eco-crisis where we descend into a black hole. Hmm, don't know if that's politically correct nowadays.

And so we reflect - completely away from the initial words - on where we are in the greater scheme of things. Recent developments have unhinged other thoughts and ideas on plans of where the Museum fits into the locality, together with the ongoing descent into the future. Some may have a problem with this, but on behalf of the Trustees and the Museum's volunteer members, we continually look forward to a programme of enhancements enabling the Museum to become the frontrunner in the field of conservation of our rich railway heritage, and focusing evermore on the increasingly important story of the railway and its impact on the regional social and economic development.

So, just to start the ball rolling, here are a few local knowledge questions that spring to mind - as it's the skool holidays, the kids might be interested in these:

Who has heard of Hunts in Earle Colne - and what did they make?
 Where was the railway works in Halsted?
 Who made 'Tortoise' stoves?
 When did Colchester Hythe lose its Port & Harbour Status?
 What was the name of the last big boat to offload?
 What was the name of the last shunting horse at Chappel station and when?
 Who was potato merchant at Chappel who used the Goods Shed?
 Where was the Colne Valley railway station at Chappel?
 Where was the Viaduct Café and what was it before it became a Café?
 How did the original contractors for the construction of the railway through Chappel in the 1840s transport the boulders that form the foundation to the Southern viaduct approach?
 Where did they come from? (The boulders not the contractors.)
 Where were the cottages for the navvies that built the viaduct? (They've not been long gone.)
 Where was the Mace mini supermarket in Wakes Colne?
 Where was the butcher's shop?
 Where was the Police station in Wakes Colne, and what was the name of last policeman in the village?
 Find the foundation stone in the viaduct and write down what is on it.

Now I can't answer all these - its up to you, so get your books out or go and have a look. I know the answer to a couple of them but I'm not saying which ones. So come on

- don't tell me. Write in. Others are interested. Lets change this sit back and read it attitude. Even if you only know the answer to one, lets have some proactive responses and get the grey matter working. Some in the locality and local Museum circles must have other answers - it all relevant to our local history integral with the history of the surrounding areas borne out of the railway. Answers on the back of a blank cheque payable to the Museum development fund - gift aid forms can be supplied.

And so we move onward into the depths of the Restoration shed, where separating the ashpit toads from the ash is becoming more difficult. Our ash disposal and inspection pit has its own eco system with brown newts and brown toads living within. We did relocate them some years ago by taking pity on them and giving them a good bath in fresh water before transhipping them to the nether regions of the Mini Rail pond - only to find them back in the ashpit the next day. Heaven knows what they live on. They live in the drain sump and separator system and seem to thrive on loco ash. In fact the North Yorkshire Moors had a real whopper of a toad in their ashpit drain at Grosmont many years ago, and instructions were issued to shoo it down the drain before anyone attempted to attack the piles of accumulated ash with a shovel. All you could see from the drainpipe at the end of the pit was a pair of green eyes peering at you from the depths. Only the other evening, I cleaned out our pit and carefully removed an errant toad to the steps, which sat there watching and only plopping back into it after I had finished.

Talking of toads, our GW example is nicely nearing completion. A recently retired Dave Mordecai has been busy lettering it and it looks pretty good. Still one or two other outstanding jobs on it, but with the advent of another Thomas event, closely followed by the ever popular Beer Festival, we honestly

can't foresee it being ready for anything other than the October Rail day. One of the things we have to consider is the time versus people factor, and as there are not many of us to screw these things together, then despite our better efforts, I'm afraid you're going to have to live with it - unless we drop everything else, which will have other negative results elsewhere. We have to juggle a lot of things, but the core activity should not suffer for the want of one thing - unless its priority one - like a steam engine or one of the bread & butter carriages. However, if someone comes up with some dosh to pay someone else to complete it, then fair enough.

Things have been a blur lately. There have been many coming and goings and comings again. Thomas - alias 54 has been on a grand tour of the south east, having this year been to Didcot, the Colne Valley, Kent & East Sussex and due shortly to go to Bressingham, and on return does our DOWT before going back to the Colne Valley again. There is even a rumour that Thomas may be going to the Netherlands for an event over there, although subject to agreement confirmation.

Jubilee doesn't get much use other than at Thomas, but will see action in October for a couple of Rail days with the GW Toad. Now this combination was used many years ago when the late lamented Peter Thompson bought the Toad from the Keighley & Worth Valley as it was surplus to requirements. Its only link with the GE system was that these brake vans were occasionally seen on Lowestoft fish train to the West Country. Our example was originally based at Towyn on the Cambrian Section of the GW and built in 1914 at Swindon.

The railways are an industry which has its own language - its own terminology - we have chairs you can't sit in and keys that don't unlock doors. We go Up to London and Down to Country. We don't park a train - we

stable it. 4 vice 12 usually upsets the commuters, as its our terminology for a 4 coach train instead of the usual 12 and Caped is cancelled - which upsets them even more.

The same language moved into the wagons, where different wagons were given code letters or names. Sealion - Walrus - Queen Mary - Toad - Boflat - Lowmac - rectank to name but a few. All was gobbeldy gook to the unknowing, but to a railwayman, it was part of the lingo. The Great Western brake van was code worded Toad. Don't ask me who started it, but if you find out please let us know. The reasons for it historically stemmed from wartime periods to confuse the Germans who built the Enigma encrypting machine, whilst we had the Great Western Railway secret code book of wagon names - for only two and sixpence at your nearest branch of WH Smiths. Oh dear we were so open. The Germans probably knew every British railway wagon and what it did long before we cracked the Enigma Code. Which only goes to prove that they are just as much into train-spotting as we are.

Our N7 continues to entertain onsite with the ever popular Railex courses, and has seen much work with loads of small but none the less important jobs being undertaken to ensure its reliability for a short term hire to the Chinnor & Princes Risborough. Quite whether this loco will be with us next year is in the lap of the gods - and the boiler inspector around Christmas time.

Over the years, the Museum has successfully negotiated transfer of ownership of many of the previously privately owned items on site. Whilst offers have been received to keep the locomotives operational by the owners whilst they are able, at some time the responsibility will pass to the Museum to continue. As it stands currently, 54, is self funding - maximising on its ability to be hired out and generate the necessary income to justify

its continued operation. Currently it generates a better return than the N7.

The sad fact with all steam engines - especially the N7, you never really get back what you put into it. Just when you think you are quids in, the computer says No and you spend what you've saved in mending something else that's gone wrong before the 10 year boiler certificate is up. However this is a misnomer, as a 10 year boiler certificate usually relates to 7 years. If you're lucky, you might get it to last for 7 years, or even an extension for a year or two, but it will still have to come to pieces regardless at 10 years.

It would probably toddle up and down at Chappel with no problem, but doesn't generate the necessary finance to fund its next overhaul. In the light of previous experience, there is no way that the Museum can afford another 90 to 100 grand or so on another boiler job - which is the average cost if any repairs to the fabric of the boiler are required. Added to which is the possibility of new tyres - maybe a new axle or two and goodness knows what the valves and pistons are like.

Compared to Tornado and other locos of that stature, it is a small machine. To us it's a big machine burning big money. Tornado looks after itself. It hasn't got a base its responsible for. We are a Museum. At this juncture, anyone of a sound business mind would take one last shuddering look and laughingly suggest that this 88 year old machine be stuffed on a plinth. In many respects they are right. Its outlived the other 134 of its type by 50 years, does it not deserve to be retired? Why should it be treated the same way as they used to be - in service every day, bashed around and abused. The ever present risk of damage to this unique and ancient icon of the Great Eastern suburban scene dictates that it should be protected and polished every day.

Of course the Museum should be looking to the future. It should be looking to the future for its own continued development to secure and enhance the conservation of its increasingly important collection, and should not expend major finance on one specific item - especially when there is dry rot in the station buildings, the roof and chimneys want sorting out, the Mistley signal box requires major surgery, we want some new doors for the restoration Shed, the canopy of the goods shed wants a total rebuild. The list goes on.

Every year we paint things up to toss them outside again. The GW Toad, the PMV, the Pooley Wagon, the SCV, have almost had total rebuilds with many thousands of pounds worth of new wood inserted and thousands of volunteer man hours to do it. And what do we do? We chuck 'em outside. The Gresley coach fell apart after a year. Henrietta has dry rot in it after 4 years and once again we repaint the bread and butter coaches.

The recent arrival of the 306 exacerbates the situation as it needs the roofs of all 3 vehicles doing. Some have commented as to the reasons for having it. Well we're a Railway Museum aren't we? It fits our collecting policy. We need more covered accommodation. We have had in our midst the Bos-

ton coach for many years. One of only two in existence. Where is it still after all these years? Still outside - but I hesitate to say that it is coming undercover soon. Oops - another space gone.

So do you want the N7 to go along and everything else to fall apart, or do you want a nice shed to put it in with all the other items in our collection?

Whilst the Trustees explore the latter avenues, there is another way out of this and we look to your floatation of ideas in laying the foundations for a separate proactive support group whose aim is to seek alternative means of funding for all that is part of the GE & LNER heritage that is currently at Chappel. Freeing up the Museum Trustees to explore and work up longer term plans, but working in conjunction with the Museum, the group would seek supportive funding for the continued conservation and restoration of those major items specifically the N7, coach TB 37, the Boston Coach and the 306 unit.

And so, there is a sharing of an idea. I'm burnt out. If you want to discuss a way forward, I'm at Chappel most weekends so why not come down and have a chat.



Blast from the Past

The Author of this article discusses important business with the crew on the N7.

Exact date/location unknown, but the N7 was carrying a headboard which reads "East Lancs Explorer"

Branch Lines

COLCHESTER

The first meeting of 2011 in February at the Friend's Meeting House brought along one of our regulars, David Mummery, this time as speaker. He planned to present on "Eastern Europe – A rail fan's paradise?" which was to be mainly of Hungary and Slovakia. Your writer makes no apology for a near absence of any town, station or loco names due to the nature of the languages. The slide show started with a 2-10-0 Kreigslock and a 4-8-0 Cl.424 express loco. At Budapest there was 2-8-4 Cl.424 on display along with shots that included a rail-mounted car, various small tank engines, a German Pacific 4-6-2 and a Cl.411 American-built loco. These were followed by various 760mm gauge shots that included both steam and diesel traction, where the unpronounceable names continued unabated.

Moving to Slovakia, the gauge on show had changed to metre, with a range of steam and diesel shots, along with several interesting diesel railcars and a variety of first-rate line side shots.

Back to Budapest there were slides of a main line steam 4-4-0 on a tour in the 1980s, which at one stage passed through the middle of a golf course. There were lots of standard gauge steam locos shown on shed and at round houses, with several 2-6-2 tanks engines, a 2-6-4 with huge cylinders and a high-mounted boiler, and many many more. The evening finished with a shot of a massive 4-8-4 tank engine. David was thanked for an impressive evening of slides from a part of Europe that is a mystery to most of us.

For the meeting in April, Dave Newell returned, having last presented back in December to five attendees who had made it through the snow. This time he was faced by a packed house as he presented Driver's Eye

View slides from East Anglia. The first station shot was in fog and it took a while for the audience correctly to name it as Wrabness, pre-electrification. Scenes moved to Harwich with a Cl.47 and its car transporters, large gantry of semaphore signals, a Cl.47 with a rake of blue BR Mk1 stock, a Cl.37 with the boat train and still no wires to be seen anywhere. There was a slide of a Met Cam DMU nearing Manningtree, followed by several shots at Parkeston Quay that included a Cl.86, a 309 and a 312 EMU. Other shots included a 309 EMU and 312798 for Walton at Colchester and at Mistley Station site, including the signal box and with a Cl.47 and train in the platform.

After a quick trip along the Romford to Upminster line with shots of several DMU, scenes returned up to Bow Junction with shots that included a Cl.08 shunter, 306 EMU and The Fenman with a Cl.40 and Mk1 set. More shots included the rebuilding of Liverpool Street as well as 302991, 309623 and 305407 for Cheshunt. Scenes from Stratford open day in 1983 included a Deltic, a Cl.47 in Network SouthEast livery, 55015 and 40574. The final scenes for the evening had all been taken in and around the former Broad Street station and included the general platform layout, outside and inside the signal box, the occasional 501 stock shot, 313001 and 313008. At the end of a thoroughly enjoyable evening of slides which had been interspersed with Dave's anecdotes, we were ejected without decorum from the premises as we were running late by fifteen minutes. We can't blame it on the wrong kind of snow.

Colchester Railway Group invited Jim Connor to talk to us on June 3rd primarily to talk about his work with the London Railway

Record., which he has edited since October 1994, and is due to hand over to Peter Kay in October.

In fact, we got more than we bargained for as we were treated to more of an autobiography of the origins and progress of his printing career. His early introduction to railways was in the aftermath of the Blitz in East London. Although he was taken to Kings Cross and saw many famous (and not so famous) engines, his real love was with the buildings of East London, many badly bomb-damaged. Amongst these were old stations, and he early took an interest in the likes of Shadwell, Globe Road and Bow Road.

Later, his path was set when he was tempted by the delights of a railway "priv card" over going to Art School, and he joined British Rail at Waterloo Station in the station announcing team. He subsequently travelled widely taking photographs, mainly of stations. In order to find out more about these structures he had to research dates, and this led to him compiling his first publication "Forgotten Stations of Greater London" in 1968. His reality check with the publishing world, however, was that a number of amendments he had asked to be incorporated were not included!

By this time his chosen railway was the North London, and his next book was "All Stations to Poplar". Later moving to Colchester, the firm Connor and Butler was formed in 1981, in association with Barbara Butler a well-known Blue Badge guide. As well as producing railway books, there was a strong current of East End social history; particularly there was involvement with some philanthropic housing institutions in the area. Also local Colchester guide books such as "A Walk on the Walls", reflecting the partnership nature of the company.

An interesting reflection of the changing face

of printing, was how so much was hand-drawn and photocopied in those days. Later on came word-processors and Apple Macs but it can be said that the East Anglian Railway Museum played an important part in his career. Jim was invited to take on the editorship of Stour Valley Steam during a hiatus; by that time his use of computers and graphic was well established.

The London Railway Record started after his role ended with Stour Valley Steam. However, the A5 format that this was published in came to characterise the London Railway Record as well. This had a slow start and (it can be revealed now!) Jim often wrote articles under various pseudonyms to give more variety. Their names often bore a remarkable similarity to 1920's Jazz musicians who he is a great fan of! Later his work on the closed stations of the Underground in particular gave a boost to circulation and he had contributions from such high-profile railway historians as Edwin Course and A A Jackson. He also became involved with Wilf Watters of On-Line Videos.

Subsequently, "London's Disused Underground Stations" was published with over 18,000 copies sold, together with a number of other specialist railway titles.

Although Jim is withdrawing from the London Railway Record he will be continuing to produce publications on his preferred topics. We wish him well with all his ventures. Our grateful thanks also to Mike Stanbury for providing the necessary technology to present this talk, at which we had an encouraging number of visitors present. Jim has promised to come back next year to give us another talk with a North London Railway theme, probably in February.

NORTH LONDON

2010 finished on a high note with the usual slide show from Dave Alison, who managed to get all the way from Cumbria by train in spite of all the snow and ice – well done Dave – and Virgin Trains! As usual Dave gave us a photographic resumé of his travels in Britain and abroad during the previous 12 months with some excellent slides on a variety of railway related subjects. There has been a distinctly “Eastern Region” flavour to our activities in the first quarter of 2011.

We started off in January with Dave Cockle and Roger Elkin doing a “double act” to tell us the history of the GNR line from Enfield to Cuffley which opened on 4th April 1910. The illustrated talk was part of the centenary celebrations for the line, which started just after Easter 2010 with the unveiling of commemorative plaques at Cuffley and Gordon Hill, the naming of a class 313 electric unit after “Captain William Leefe Robinson VC” (who shot down the German airship over Cuffley in 1916 and huge crowds came by train to see the wreckage), and exhibitions in Cuffley Library and Forty Hall museum, Enfield. For a length of line only some 5 miles long it has had an interesting history, and a remarkable amount of photographic material is available. In addition to commuter traffic, goods traffic included Fyffes bananas at Enfield Chase and race horses at Crew Hill, as well as the usual domestic coal. There were also some interesting stories about the staff who worked on the line, and in particular the station gardens competition. Since it was opened through to Stevenage in the 1920s, the line has always been used as a diversionary route for main line traffic, giving an interesting variety of trains on the line. In February one of our members, John Curry,

stepped in at fairly short notice to give a very interesting illustrated talk on Sir Nigel Gresley, his career on the railways (and the LNER in particular) and the locomotives and carriages he designed. Well done, John!

At the AGM in March the same committee was elected again. After the business meeting, a video was shown giving the history of the railways in East Anglia from GER days to Network South East. This included some of Bob Todd’s cine film footage around North London – we had seen the originals of this when Bob was still around to give us his annual film shows. He is still much missed by many of us.

Several branch members went to Chappel for the 40th anniversary weekend. Some went to the AGM and members day on the Saturday, while others braved the heavy rain showers on the Sunday and enjoyed riding behind the N7 in the vintage GER stock. This was particularly nostalgic for our chairman, who used to travel to school behind N7s on the Enfield Town line. We were all impressed with the progress that had been made at the Museum in recent years, especially with the indoor displays and the station building. We were also given a very interesting tour round the restoration shed.

It is not only the main Museum that is celebrating its 40th anniversary this year. According to the Museum archives, the North London Branch was formed on 8th February 1971 with Barry Ames as temporary Branch Secretary. The following meeting was to be held on 15th March 1971 at the William IV pub in Hertford Road, Edmonton. We hope to have a special meeting later in the year to mark our 40 years!

SOUTH WEST ESSEX

January is normally associated with gloom and doom - post Christmas tristesse, lousy weather, credit card bills and a long haul through to summer. In an attempt to lighten the mood, Branch Secretary John “Thomas Cook” Rayment brought us another selection of his travels, this time from the scenic bits of Colorado. The Georgetown Loop is a restored narrow gauge line that meanders up into the foothills of The Rockies and using a selection of his holiday films and on line research, John again demonstrated that whilst the Americans have little to teach us concerning railway preservation, they do have an awful lot that is well worth seeing. The “Loop” in question brings the line back over itself in much the same way as the Festiniog does at Ddault - but at about twenty times the height, and several thousand feet above sea level. A gratifyingly large number of members trotted off into the dark with their spirits refreshed, for which we are all duly grateful.

Now that John has started his new career in the travel industry, we keenly anticipate his next presentation - “Around the Circle Line in 80 Minutes” (signal failures permitting). The Last Wednesday in February was a pretty miserable affair for anyone who strayed out of doors, but not so for the hardy audience who splashed into the Windmill Hall to ease their aching bones in its palatial surroundings. Ken De’Ath was paying us a second visit, bringing more of his tales from the footplate, this time working as a driver and traction inspector out of Kings Cross in the 1960s through to the 1990s. His anecdotes and memories of the traction and people he worked with could have kept us out of the rain for a lot longer than time permitted, and such was the power of his delivery that most

of us probably went to their slumbers dreaming of taking a Deltic through Peterborough at 100 m.p.h. plus. All very enjoyable, from a man whose career covered steam on the LT &S and East Coast main line through to the HSTs and electrics through to Leeds and Edinburgh. Marvellous.

“And gentlemen in England now a-bed shall think themselves accursed they were not here...” WS

And all too soon it was March, but it is never too soon to spend an evening with Dave Gibson. Our long-serving Committee member presented a wonderful selection of films and pictures - some of the best of which featured not trains, but ships at the London docks. Arguably one of the most interesting railway films was a speeded up cab ride on the Western Pullman from Paddington to Birmingham Snow Hill, circa 1963, with plenty of lower quadrant signals, passing steam trains - and a driver attired like a Unigate milkman! The technology for the evening was flawless, the audience comfortably large (in numbers, not girth) and the instruction and entertainment made the members’ journeys to Upminster well worth while. Many thanks to Dave for his well spent time.

Adrian Wright came to talk to us again in April, and this time his subject was Essex Railways in Victorian Times. As is usual with Adrian, this was an erudite and amusing presentation, with a comprehensive collection of maps and pictures illustrating the engineering works and buildings of the various lines that criss-crossed the County by the beginning of the 20th century. The talk even covered our local Upminster station - a relatively late arrival on the scene - showing the original buildings before they were brought back into use in recent years. Adrian also ex-

plained why the Goods Shed at Chappel & Wakes Colne is so large for such a small community - agricultural traffic from a significant surrounding area, in case you wondered!

Dave Baker, stalwart supporter of The Severn Valley Railway, made a return visit to us in May, accompanied by a couple of heavy-weight vintage cine projectors. Dave has a vast collection of cine film on transport subjects and we started the evening with a BTC film about a trip to London by some school-children from Redditch in 1955. There were plenty of shots of London streets and tourist attractions, and, somewhat unexpectedly, close up views of airliners at Heathrow in the days when you could actually see the planes up close and personal. Other films showed the modernisation process on BR in the 1960s, a speeded up version of rush hour at Waterloo and a 1944 documentary on that same station. All very entertaining, and smoothly presented - as ever, we are

grateful to Dave for his time and trouble in visiting us in Havering.

Half way through the year, and Barrie Woods was the guest speaker at our June meeting. Barrie has a wide ranging programme, as keen readers of this column will be aware, and this time his chosen topic was Cuban Steam. His talk was illustrated with some excellent pictures of Cuba's struggling railway system, focusing on the lines serving the sugar plantations. Particularly memorable were some pictures of a level crossing on a motorway..not too much of a problem, as the road traffic was minimal, and partly animal powered.

Barrie's pictures were taken several years ago, but several members of the audience had made more recent trips and were able to confirm that there are now less steam trains, and life for the locals is still tough. Many thanks to Barrie for a thoroughly entertaining and instructive programme.

Branch Line Contacts

Colchester

David Reeve, 224 Old Heath Road, Colchester, CO2 8AX, 01206 793923

Branch meets at the Friends Meeting House, Church Street, Off Head Street, Colchester.

North London

Roger Elkin, Tel 0208 363 0697

Branch meets in the First Floor Meeting Room,

The Drill Hall Sports Club, Old Park Avenue, Enfield, Middx. EN2 6PJ

South West Essex

Geoff Hutton, 96 Haynes Road, Hornchurch, RM11 2HU, Tel 01708 444226

Branch meets at the New Windmill Hall, St. Mary's Lane, Upminster, Essex

Curatorial Curiosities

by Jaki Collison

At lot has happened on site since the last magazine issue. For many months up until, and even on the day, we were busy working towards the opening of the BDJ Walsh Heritage Centre on the 11th March 2011. As you read through the magazine you will see the article on one of our main exhibits of the Museum - the NUR Romford Banner. A lot of hard work was involved by many people and it is great to see what we can achieve. There is still plenty to do to enhance our public's enjoyment. Alongside the centre a fence has been put on and we are making use of it to display the numerous enamel platform signs that we own. The space in front will be used to highlight some of the signalling equipment we own.

The Gresley Exhibition coach earlier in the year was broken into and several items were stolen. Some temporary exhibits have been placed in the coach to fill in the holes. The coach itself will shortly be going into the restoration shed to undergo some work. This

will give some time to re-plan the displays within it.

The Booking Office work has been completed, though with the nature of dry rot we must keep a vigilant eye open for any signs of it returning. The room has now been set up to re-create an early 1960s booking office. The work to repair the Station Master's office is ongoing and when completed it will be re-created to show its original use. The Small Exhibits Room in the Goods Shed is no more. At lot of work has been carried out in this room to sort out the collapsing floor. It is in the process of being set up as the Goods Agent's office. Next stop will be the Railway Clearing House. All this work puts us well on the year of recreating the country station as it was. If you are clearing out your loft and come across 1950 /60s objects you no longer want they could be of use to the museum - from office equipment and file, to spectacles and biscuit tins, match boxes and cigarette packets.

Thank you to those that have already helped out.

The Restored Booking Office.

Extensive repairs have been made to the window frames, floors, shelving, skirting boards and panelling, all of which were badly infected with dry rot.

Additional exhibits have been placed in the office to give an excellent recreation of a railway station Booking Office.



Works Update – a summary of the ongoing carriage and wagon works

by Allan Robinson, Head of Department

Pooley Van

The Pooley Van was one of our first acquisitions back in 1971 and after a spell giving rides and acting as a permanent way wagon, has spent a considerable amount of time lingering in the bottom of the yard slowly deteriorating. It was moved into the restoration shed last Autumn for some long overdue TLC and work is progressing well.

Kevin Watson (our resident carpenter) has been extremely busy repairing the van's timber frame and sole-beams as well as fitting new boards to the exterior. Meanwhile, Ian Rushbrook and Rob Varletta have been hidden inside removing the old floor and needle gunning the steelwork before applying fresh paint. Having finished the steelwork they are now fitting the new floor boards before continuing work on the exterior.

It is hoped to get the roof covering on and the exterior painted in the near future.



Special Cattle Van

Otherwise known as the horse box, this rare vehicle (one of only two built at Stratford) has been in and out of the shed over the last few years as a low priority project – we should really keep it on a piece of elastic!



Grahame Adley (aka the Red Hornet) and the recently joined Peter Suckling have been having fun fitting the new floor in the south end; this job is hoped to be finished shortly before a start is made on the north end which is still untouched.

The eight upper doors are nearing completion (having been littered around the side of our house for many weeks) and hope to be finished next month. Having discovered the original colour while rubbing down the old woodwork, these are being finished in a fresh maroon livery. The rest of the van will follow as soon as time permits!

Pool Tank Wagon

The Pool Tank Wagon had sat outside the

front of the station before being displaced to the yard by "Robert" upon his brief vacation to the museum. As a result it is badly in need of some restoration. In particular the beams supporting the ends of the tank had rotted away and needed to be replaced. The new beams are currently being put together and hope to be fitted into Brian Sermons' freshly needle-gunned and painted metalwork by September.

Toad

The elderly Great Western brake van has come on in leaps and bounds and is looking resplendent in its new woodwork and paint-job courtesy of Team Wednesday. TW have also been fitting out the vehicle ready for it to return to service after many years.

After much head scratching and hair pulling (what there is left of it) by yours truly the custom vacuum brake gear is complete and fitted. It is hoped to carry out a test run of the system at the beginning of August.



No. 19

No. 19 is one of our Great Eastern vintage coaches and has been lacking the finish to match No. 533. A start has therefore been made by Linda Robinson on finishing the painting of the vehicle which involves rubbing down and applying a new layer of undercoat followed by a top coat. It is hoped to complete this job before the vehicle goes outside again in September.

DMU

The Diesel Multiple Unit power car is currently having various rusted panels cut out and replaced along with the windows and their frames. Jon Kendall is ably pushing on with this before filling and repainting.

Daisy the DMU is one of our more urgent projects as needs to be completed before the Thomas event at the end of August which you are all invited to attend (make sure you can find your wellies!)



Gresley

This coach was restored a couple of years ago to serve as a small exhibit display vehicle, but has sadly suffered from water ingress. New panels have been fitted and a large amount repainted. Keith Brandom and Kevin have been beaver away at this between the showers and is now near completion.

The next job is to bring it inside the restoration shed to replace the rotten gutters, where once weatherproofed it can return to public display.

The more the merrier!

There is plenty of ongoing vehicle restoration and everyone is welcome to lend a hand in the growing weekend gang. Bring your boots and overalls and we will point you in the right direction – don't be shy!

SHAREHOLDERS – an open letter to shareholders in East Anglian Railway Museum Trading Limited, formerly Branch Line Preservation Company Limited

from Jeff Kilpatrick, trustee and shareholder

Many years ago, and more than many of us care to remember, when the Stour Valley Railway Preservation Society (SVRPS) wanted to lease Chappel Station, BR Property Board as owner of the site would not deal with an unincorporated body so the Society formed Branch Line Preservation Company Limited. Shares in this company were offered to SVRPS members for its working capital and towards the ultimate aim of buying the site. Many members subscribed the share capital of the new company. Between us, we set in motion the Society which is now called the East Anglian Railway Museum (EARM) and without us it probably wouldn't have happened. What we have today is a massive testament to the vision and hopes of those early pioneers – and 40 years ago it was still pioneering.

Over the years, that Company evolved into East Anglian Railway Museum Trading Ltd. ("Trading"), as a subsidiary of the Museum once it had acquired charitable status. All allocated shares were transferred into the new name, without eroding any rights we had as shareholders. But now these many years later the original shareholders own only a tiny proportion of Trading – well below 10 per cent, with many individual holdings in the sum of only £10 – and as such have no real control which can be exercised through the shareholding itself. The Museum itself is now by far the major shareholder. Trading remains as a subsidiary of the Museum, with its Directors being appointed from among the Officers of the Museum: they report to

the Museum members annually at the Annual General Meeting, where the shareholders, the majority of whom are Museum members, can appoint or dismiss the Company Directors.

All of this means that the individual shareholdings themselves have become little more than a sentimental anachronism. Between them the shares total only £14,951 out of a total asset base which nowadays exceeds £1million. We have acquiesced in a process by which the Museum has become the majority shareholder in Trading. In this situation, our votes as shareholders have become meaningless, as we can always be out-voted by the Museum itself. For this reason I believe it is now time to accept that our day is past as shareholders, that the object we set out to achieve is well and truly accomplished, and that we should retire gracefully from the scene by donating our shares to the museum.

There was never any real prospect of a profit to be made out of those shares, even if that was ever a motive for buying them. Any prospect there might have been disappeared for ever when charitable status was achieved. In reality, it was only the value of the freehold of the site we occupy that might have generated a profit, and if the site were to be sold we would presumably either no longer want to run the Museum, or we would have in mind removal to different premises. Under the law as it applies to all charities, any realised profit would have

to accrue to our charity or, more likely in the circumstances, to an appointed charity successor – and what an interesting debate we would have about who that should be!

However, history cannot be ignored, and I do think that what we achieved should be recognised in perpetuity. I would like to see a 'roll of honour' which lists all those who between them provided the seed-corn capital without which the future of the site would not have been secured and the Museum would not have happened. None of this is meant to deny the huge physical effort of those who got down to the restoration of the numerous artefacts that make up the Museum – my concern here is merely the financial aspects of those early days.

From a tax point of view (and I am not an expert and this is NOT tax advice!) donating shares to a charity should generate a capital loss for tax purposes, although this is not likely to be of any value to most of us unless we have capital gains elsewhere of more than £10,100 (2009-10).

Deceased members' shares can be dealt with in the same way through their successors – and hopefully we have all made clear (haven't we?) what is to happen to our own shareholding when the time comes to go and play with the great train-set in the sky. By a properly structured will, or a deed of arrangement after the event, gifting shares to the Museum can be effective against Inheritance tax, although none of the amounts involved for any of us is really significant.

It is too soon for this to be put to a General Meeting of the Company, and in any case I believe this would be far better done on a voluntary basis. I would like to hear your views about this proposal – please write to me c/o the Museum or email on jeff@bluehaze.net.

Membership Matters by Linda Robinson

The Trustees wish to extend a warm welcome to the following persons who have become members of the Museum since the last magazine:

Trevor Austin; Robert Bailey; Stephen Beadle; Stephen Budd; Gerald Burgess; Daniel Clark; Thomas Conlon; Scott Doughty; Paul Faber; Ronald Guthrie; Graham Hall; Nick Hazell; Steven Herd; Eric Large; Bryan Law; Pascal Lee; Raymond Mann; Roger Merton; Charles Middleton; Emma & Roberts Noons; John Pearce; Ricky Reynolds; Alexander Robertson; Jack Shepherd; Michael Skeggs; Neil & Peter Suckling; Keith & Susan Taylor; David & Paul Thompson; Julia Stephen and Samuel Thompson; Jo Turner; Ronald Vandenberg; Christopher Whiteman; Lord Malcolm Wright and Stephen Young.

Donations

The trustees are very grateful to members who have made donations to the museum during the membership year 2010/ 11, either directly, or included with their membership renewal. We look forward to your continued support.

Team Wednesday Update - July 2011

by Jeff Kilpatrick

After a colder and wetter winter than many can remember, at last we are back to the warmth and the outdoor jobs. I've written before about the effect of winter on our old bones, and the effect was even more pronounced this time around, with some of our older and less robust members out of commission for several weeks. But now we are back up to strength and work proceeds apace.

I wrote last time about the problems with the Heritage Centre railings, but in the end they were all overcome and so good was the result that our newly-emerged expert was asked to keep going and install similar railings round the other buildings at the top of the orchard – this kept two of our relative newcomers busy for several weeks, and the results attracted much favourable comment during the 40th Anniversary week-end celebrations.



The Railings on the Ramp to the Heritage Centre

There is no denying that the solution we ran with in the end was hideously expensive, but given the starting point of engineering bricks that we could not drill into with any hope of avoiding damage the outcome is believed to be the best possible that complies with legal requirements for disabled access – a disproportionate cost for a minority of visitors, but a statutory imperative.

We always welcome indoor jobs in the winter, and so once Kevin (the Museum's full-time carpenter, for those who don't already know) had finished his superbly crafted repairs to the floors, window frames and wainscots in the booking office, following the treatment for the dry rot, we set to and repainted the whole room, top to bottom. As this room was destined to become a more effective part of the museum we disguised, either by painting over or by boxing-in, all the modern electrical installations, so that a visual effect much nearer to the late-19th century original has been achieved in there, even if it is in LNER green. In writing these updates I try to preserve the anonymity of individual members, as we tend to see all our achievements as team efforts and individual credits are seen as invidious, and so will do so again despite a considerable temptation to reveal the identity of he who painstakingly reinstated the Great Eastern Railway coat-of-arms on the chimney breast – it is a work of art and although purists might say that we should have left the faded remains of the original alone, I for one think we have gained a colourful and authentic

addition to the re-creation of the ex-GER country station.

Since finishing that room we have also spruced up the booking hall outside, and the immediate effect on visitors as they first enter the station at the top of the stairs is much improved. And we all learned that the hole in the wall through which you buy your ticket is a guichet – just about the only French influence on the whole site.

Before starting on the Booking Office our enthusiastic team of painters and decorators had made a start on the Goods Shed office (previously the Small Exhibits room) but it became apparent that the floorboards were sagging badly and there was a damp atmosphere in the room so that paint would not 'take': this was traced to a problem with the joists on which the floor was resting. Examination revealed that when the disabled ramp had been installed to the Goods Shed it had raised the outside level sufficiently to allow damp to penetrate the wall and rot to set in. So boards were lifted, joists were cut back, the damage below floor level repaired and a sub-frame installed to lift the floor back to its original level. The drainage



The Restored Clerks Office in the Goods Shed

outside has been re-routed and the ramp reinstated, now with adequate drainage to discourage a repetition of the problem. With all this done, the re-decoration has now also been completed, including another coat-

of-arms on the chimney breast. This whole episode was a wonderful example of how no job is ever as simple as it seems at first sight, a fact well known to every DIY enthusiast and railway preservationist.

What else have we done? We've designed and built a canopy over the front door to the Heritage Centre (with adequate drainage – see how we learn!) and we've helped with the various new displays including the Southend line running-in boards and the bringing back to life of the Thorpe-le-Soken signal panel, which is nearing completion.



Signal Panel, Ex-Thorpe-Le-Soken

The crossing-keeper's hut was re-felted after complaints of water ingress, and with a lot of grunting and groaning the structure was returned to the upright. The platform 2 running-in board was put back in place after a thorough repair and repaint. One of the frames for the static coach exhibits, which are destined eventually for the new development beyond the eastern end of the Heritage Centre, was completed and is ready on platform 2 to have the coach body lifted on to it. We have manufactured twenty lecterns for museum displays (they seemed to hang around for a long time as a kit of parts but eventually we got them all assembled and painted and into use).

And the work on Toad, which has been mentioned in every report for the last ten years, gets nearer to a conclusion – one day



Crossing Keepers Hut, complete with new Roofing Felt

I shall write with pride that Toad is back in the yard with nothing else to be done to it: I can't wait! The railings outside the Visitor Reception Centre have had a coat of green paint and the edges of the footbridge steps

and platform 2 have had their white paint refreshed. And we made a new handrail to stop the children going down to the mini-rail platform falling off the steps.

We are currently making new palisade gates for the front of the station building and a new turn-out for the minirail. A sack barrow is nearing the end of its refurbishment, and another is awaiting the treatment. And we are still painting anything that doesn't deserve to be saluted. From all of which you will see we have occupations for all skills and abilities, and for most of us a Wednesday spent away from Chappel is a barren and dreary day which may well involve shopping and as such is to be avoided if at all possible. We look forward to seeing you there.



The Team Wednesday Lectern Gang

Left to Right - Ray Pattman, John Hale, James Pattman, David Rose, Lawrence Beeching, Cyril Johnson.

Still in Touch

By Mike Lake

As someone who tends to attend the Museum only occasionally nowadays, I thought it was a good time to reminisce about my past years at Chappel, and perhaps why there is still a connection after more than 40 years...

As a schoolboy in Chelmsford I used to spend what time and pocket money I had traversing some of the Great Eastern branch lines with a friend, who conveniently had an aunt in March, an important railway centre in those days. When I was 16 I had a job at a local supermarket on Saturdays and so this helped me financially to be able to travel on two final passenger trains. The first was along the Stour Valley Line from Cambridge to Sudbury on March 4, 1967 and the second on the Lynn & Dereham Line on September 7, 1968. For the second occasion we started from March in Cambridgeshire travelling via Wisbech East towards Kings Lynn in time to board the last DMU service to Norwich via Dereham. I will always remember both the chickens on the line at Swaffham and onlookers dressed in black as if attending a funeral at Wendling; a station where filming continued for a while afterwards for "Dad's Army"!

The last DMU to traverse the Stour Valley Line between Shelford Junction and Sudbury was indeed very full, and there were at least 2 coffins seen travelling for short sections. Nevertheless, fireworks and a generally celebratory mood seemed to take people's minds away from the fact that there were to be no more passenger trains after ours!

Later I spotted a small article in the local Essex Chronicle that there was to be a meeting of the Stour Valley Railway Preservation Society, intent on re-opening the line, and Stephen and I went along. I remember it was

held in the "Sir Evelyn Wood" public house in Widford Road, Chelmsford. In those days attending a pub was "interesting" to an 18 year old boy! So my "life" with the Society commenced, and I became member number 30.

A number of the earlier meetings discussed the possibility of re-opening the whole line, but soon this was considered too great a feat, and it was the shorter section between Long Melford and Sudbury that was in debate. With the Sudbury to Marks Tey line soon marked in timetables as "threatened with closure", concentration shifted and doing something valuable at Chappel & Wakes Colne resulted.

Many branches of the SVRPS enabled members from different areas to attend meetings and I started going regularly to the Chelmsford branch meetings. I have to admit that my membership of the society didn't involve a great deal of manual work at Chappel to enable the site to enjoy its opening to the public on the engineering or technical side, but once open days started in 1971 I, along with another friend (Stephen had been to university in Reading and achieved his first teaching job in Berkshire), helped get cars into and out of the car park at the front of the station. It wasn't easy as almost 5,000 visited over the Whitsun (May) weekend that year so it was important for us all to work closely with the local Colchester Police.

For many open days afterwards I undertook car park duties and then helped out selling tickets in the Booking Office. Working for a bank as I did then, meant that I was always being asked to volunteer for a treasurer role for a number of organisations, and so it

wasn't long before I became Treasurer of the SVRPS and later dealt with monies into and out of the Branch Line Preservation Company Limited.

My work precluded me becoming a member of the Board. For some years I continued in this role, attending one or two monthly meetings as well as the local branch meetings and gradually a regular monthly open day and open weekends.

Later I decided that a change was as good as a rest and so to avoid dealing with "money" between Mondays and Sundays I started learning the operating side and gradually switched over from financial to operational! Attendance at Chappel wasn't as easy as I had started a new commitment singing in Chelmsford Cathedral Choir and of course this required me on most Sundays!

In 1993 I was asked to work on a project for 4 weeks in Cheshire, which was extended firstly by 3 months and then by a further 2 years, when I returned home to Chelmsford at weekends. Initially still singing I wasn't able to get to Chappel as often as I used to, and this was made even more difficult when work priorities meant that I would move to

Chester on a permanent basis by 1997.

And so, that is why you see me only occasionally rostered for a few duties each year when visiting my Mother who still lives in Chelmsford.

Nonetheless, it can be said that the now East Anglian Railway Museum has been part of more than 2/3rds of my life, and that I am "still in touch"!!!

Colchester Model Railway Exhibition.

Members of the Colchester Railway Group (aka as EARM Colchester Branch) were once again helping out at the Museums stall, at Marks Tey Village Hall on 31st October 2010.

For many years this was held at the Colchester Institute but has been displaced for a number of years because of building works.

For 2011 the Exhibition will be at Colchester County High School for Girls, Norman Way Colchester CO3 3US on Sunday 30th October between 10.00 -16.00 hrs. Further details will be available from the Club's web-site nearer the day: www.colchestermrc.org

Manning the Stand - EARM Members Jean Richards and Chris Johnson at the Museum's sales stand.

Photo by David Reeve



Chappel Chatter

A Look back at some Stour Valley Steam Articles from 1971

When the last Magazine was issued the Simplex Petrol Loco was the sole inhabitant at Chappel. The month of February saw great activity, arrivals were as follows:-

4th February - Andrew Barclay Diesel Loco
10th February - 0-6-0 ST Gunby
12th February - 0-6-0 ST Jupiter
14th February - LNER Wagon 960701
14th February - Platelayers Trolley

Work has started on painting the interior of the Signal Box and also a set of points are going in at the Viaduct end of the yard.

The Andrew Barclay Diesel is now in running order, she moved for the first time on Sunday 21st March.

Dennis Swindale has taken over the job of Museum Curator and as soon as interior decorating of the station buildings has been undertaken work will commence on setting up the Museum in the Old Station Master's Office. An internal telephone system has been installed there is now communication between the Booking Office, the Shed and the Signal Box.

We take a further look back into the last 150 editions of Stour Valley Steam Later in this edition



306017 sits in Platform 2 at Chappel and Wakes Colne on 29th June 2011 having arrived from Eastleigh the previous night. Photo by Tom Stageman

Preserving Yesterday's Technology for Tomorrow

by Pete Martin

As many may now be aware, following unexpected late developments in conjunction with the National Railway Museum, Knight-rail services of Eastleigh, Network Rail, and GBRF, the Trustees of the East Anglian Railway Museum are pleased to announce the Museum's part in the recent repatriation of the sole surviving GE based 'Class 306' electric train to it's Chappel & Wakes Colne base in Essex.

Potted History.

In the 1930s, the London & North Eastern Railway embarked on a scheme to electrify the Liverpool Street - Shenfield line, together with the Manchester Sheffield Wath lines over the Pennines on a then pioneering 1500 volt dc overhead system. 100 x 3 car electric trains were originally ordered from 2 manufacturers - Metropolitan Cammell &

the Birmingham Railway Carriage and Wagon Company.

By 1939, much of the infrastructure of both lines was modified to accommodate the new electric trains. However due to the 2WW, construction was halted until the cessation of hostilities, and work on the Shenfield line was completed in 1949, however the Manchester lines were not completed until 1954, as instability of the existing Woodhead Tunnel necessitated construction of a new parallel bore.

The Shenfield electric service was inaugurated in 1949 under nationalisation, and saw the opening of a new servicing and maintenance Depot at Ilford, which became synonymous with the new electric technology. 92 of the 100 new trains were allocated to Ilford Depot, whilst the remaining 8 were

Nearly There

306017 passes through Platform 3 at Marks Tey heading towards Chappel and Wakes Colne Station in the early hours of 29th June 2011.

Photo by Tom Stageman



Its New Home

306017 in Platform 2 at Chappel on 29th June 2011 having arrived from Eastleigh the previous night

Photo by Tom Stageman



allocated to a new Depot at Reddish for the Hadfield - Glossop Suburban lines. As the work on the Manchester lines had not been completed, the trains were sent to Ilford and Stratford for testing and examinations due to their prolonged storage period prior to delivery to Reddish.

With air operated sliding doors - a feature which wasn't repeated for many years, -except on the Underground. These new electric trains and their bright open concept saloon interiors, must have been a welcome breath of fresh air to the travel weary commuter in those austere times.

The trains on the Shenfield lines were designated 'Class 306' under the British Rail Total Operations and Programming System (TOPS), whilst the Manchester trains were 'Class 506' under the same system. The class 306 trains were modified in 1959 and converted to the new 25,000 volt ac system, whilst the 506s on the Manchester - Hadfield retained their original 1500 volt dc configuration. All lasted until 1984, when the Ilford based trains were finally replaced with the then new class 315 trains - still currently in service, and the Manchester - Hadfield lines were closed and the Pennine route dismantled.

The last one left.

One of the Manchester 506 batch was preserved, but alas was broken up at Booths of Rotherham in the late 1990s, leaving 017 to become the sole survivor of the build. Historically it was the middle unit of the inaugural 9 coach train leaving Liverpool Street on November 14th 1949. It was retained in 1984 by the Ilford B Shop as an apprentice training project until Railway Privatisation in 1993, when it was taken under the wing of First Group, who supported it's continued operation by the adjoining Seven Kings Depot.

The latter years.

It's sporadic use on specials in conjunction with local events was enjoyed and experienced by many until 2003, when a problem with the main HT power input cable was discovered and the train was withdrawn pending repairs. Due to changes in the operating franchises and shed constraints at the same time, these never took place, and the vehicles were removed from Ilford and put into store at BAD Kineton in Warwickshire.

Future.

Designated by the erstwhile Railway Heritage Committee in 2003 as of historical status, 017 was put under the umbrella of the National Railway Museum, and following recent developments was transferred to its current location at the East Anglian Railway Museum, where it can be experienced today. A schedule of conservation work is being drawn up, and the Museum is exploring positive ways forward to support enhanced conservation and to enable it to be made available to a wider audience.

This unique icon shares the stables at the Museum with another from those bygone days - the ex Stratford built N7 - 69621, where 017 provides the missing link in the evolutionary story of our urban transport and social development from London to Essex - much of which is often taken for granted today.

25 Years of the Chappel Beer Festival

By Brendan Sothcott

This year the Chappel Beer Festival celebrates its 25th Birthday, but how did it all start? Well, back in 1985 a few of the regular workers at the East Anglian Railway Museum, (who were also members of the then young CAMRA organisation) were on the way home from a visit to the Chelmsford Beer Festival. Discussion got round to whether we could do a festival at Chappel. The Museum had just completed the new restoration shed, and the old workshop had been moved out of the old historic Goods Shed, making this a possible venue. Like most drunken conversations after a beer festival this was soon forgotten, but was raised again in the pub a few months later. A team was dragged together, and an event was put on in September 1986.

Of the original Team, two members Alan Barker and Brendan Sothcott are still running the show 25 years later. The team has grown over the years, but unfortunately some are no longer with us. Two of the early key team players Mick Miller and Andrew Clifton have both passed on. However the festival still goes on.

The First Festival had just 40 beers. I remember worrying on the Saturday Evening of the first festival, with only just half the beer sold thinking we had made a big mistake here and were going to lose money. We did not, the profit may have been in single figures, but a profit was made. A lot of discussion was had after the event about whether the amount of work was worth the amount of money made. We very nearly called it a day after the first festival, but then we decided to give it just one more year, much on the highly favourable comments we received back from those who did attend. It's funny thinking back how close the festival came to dying after just one year. The next year we did it again. We ordered slightly less beer, but after the first session we were on the phone and buying more beer. We ended up selling about twice what we had sold the first year. As the name of the event grew, we experienced tremendous growth for the next three years.

By year five- 1991 – we had reached the stage where the numbers had grown so much that we just did not have enough room in the Goods Shed for all the beer and the people. We had to expand, and the Shunters Arms was born. A Bar placed in an ex BR 12-Ton box van parked on the platform outside, enabled us to sell another 8 beers. The idea of a bar in a freight wagon was an instant hit, and became the most popular bar. We thought that this was getting big especially as the then British Rail had come to notice that the beer festival was creating overload on the Sudbury Branch Trains. They started

running extra trains, with later finish to the service during the festival.

Year seven – 1993 – we had run out of space again. We had to expand into the Restoration shed. First year there were only 20 beers in there, but each subsequent year we had to expand a bit more, until it quickly became the biggest bar, over taking the Goods Shed. We had a bit of a scare when the Railways were privatised, we had become dependent upon the train service to transport customers, especially the extra late night trains, but luckily somebody smiled on us and wrote into the franchise agreement for whoever ran the Sudbury branch extra trains would need to be run for the Chappel Beer Festival. That clause today still stands, and the current Franchise Holder, National Express, have a representative now on the festival committee to ensure that we handle the numbers of passengers arriving (and departing) by train is an efficient manner. In the last two years National Express have even had to re-write the Norwich Mainline Timetable to put stops on some Norwich Trains at Marks Tey to handle the passenger traffic the festival generates. Chappel & Wakes Colne Station is normally an unmanned stop with about 25 passengers a day – makes a sight when we have crowd control measures on the platform at 11.00pm at night during the festival.

The next big crisis came in 2009, when the numbers attending on Friday night overtook our ability to serve and cater for the numbers. Queues just got too long, and we started to get worried about health and safety issues caused by the crowd. National Express had to arrange extra buses to run parallel to the railway service, and the number arriving by train was far exceeding the capacity of the train, constrained to a two-car train due to platform lengths at Marks Tey and Sudbury (were longer but shortened by British Rail to save a bit of cash). It became obvious that we were at the stage that we could not grow any more. With a lot of reluctance (the organisers hate ticket only festivals) we had to make the Friday Night Ticket only, with a maximum of 4000 tickets available. It worked and 2010 saw the event become a total success on the Friday Night, with no queues and plenty of smiling faces.

2011 sees the festival enter its 25th year. Now with over 450 beers, it is one of the major UK beer festivals. A very different location to most other festivals, in the middle of nowhere, great rural views over the Stour Valley, a quiet idyllic spot, but with a National Rail Station actually inside the festival area with great connections to all of East Anglia and London. For those who have not been, it is well worth coming. Nearly all who come come back again and again.

Morris Men entertain the Saturday afternoon crowd in the Goods Shed during the 2009 Beer Festival



Chappel, The Jurassic Years - The mandate was to write something about the early days at Chappel. Well, the good news is that I am old enough to have been there, the bad news is I am old enough to forgotten most of it. *By Geoff Hutton*

But let us see what is stored in the memory banks, befuddled as they are by years of hard living amongst the fleshpots of Hornchurch.

So – some random recollections.

Odd Tank Engine – 1972 – scraping the rust out of the smokebox. I have no idea how, but a picture of me engaged in this task appeared in The Romford Recorder. Very strange.

Working Parties – a group of us travelled down to Chappel from Romford on quite a few occasions in the 1970s and 80s. Various names spring to mind – Don Thompson, Dave Gibson, Richard Hemington, Colin Gilderson, Alan Barker, Les Houghton, Dave Dwyer, Barry....?? Whatever happened to Barry?

I am pleased to still be in touch with most of those guys, which demonstrates the fellowship that exists amongst train lovers.

On one trip the front wheel disconnected from Dave's Fiat as we approached the museum via the back road. No injuries (apart to Dave's pocket) but we must have gone home by train that night. Most work parties were under the instruction of Pete Martin – and we all know what happened to him! – shovelling ballast, lifting and laying track, de-rusting metalwork, painting. All this was long before the construction of the present palatial workshops. We unskilled labourers could only gasp in admiration as this facility was erected to transform the site.

N7 – I worked on the track slew under the late Fred Youell's tutelage in 1973, which enabled the N7 to be shunted off the branch line and into the museum site. An oily rag in the smokebox made 69621 look very healthy so it was a disappointment (although not a surprise) to find it in pieces the following year. My son Mark and I spent half a day getting the rust off the springs some 12 years later – the engine was still in bits, scattered around the site. Later, when she was back in (almost) one piece, I helped Dickie Hemington put the brick arch in the firebox. What a joy it was to see her off to Southend on a low loader in 1989 and then ride on the footplate to the coal yard and back. My contribution to the restoration was minimal, but I felt I deserved it. I still love that engine.

80151 – that was an experience. I was one of many (useless) bystanders watching her being hauled onto the rails at Chappel in 1975. This proved to be somewhat difficult as she sort of fell off the tracks that had been laid for the purpose. As dusk fell, and with no further sign of progress, we scuttled back home. A lovely engine, but she never steamed at Chappel. There is some great video footage showing several of us with full heads of hair...or, as Dave Gibson remarked on seeing this..."Why am I wearing a cat on my head?"

Greene King – as 30841 was known. She looked lovely chuffing up and down the museum lines. We will draw a veil over her main line excursions.

Health & Safety – well, there wasn't much in those early days. We may moan about some of today's excesses, but it is best to err on the side of caution, if only the paperwork could be rationalised. Back in the 1970s we just turned up, signed in, put 5p in a tin for insurance....and did whatever was required with minimal instruction or training. Lunch

was often a couple of pints in The Swan – not a good idea with hindsight. But somehow it sort of worked and the fine museum that you see today was built in part with our amateur efforts.

And that is something that I am proud to tell the grandchildren.



Letters to the Editor

Unfortunately the Editor's mailbag, and email inbox was empty this time, but if you'd like to write a letter to the editor, then please email svs@earm.co.uk. Please add Letter to the Editor in the subject line.

Or if you prefer you can use this new-fangled invention known as the postal service, and send your letters written on that stuff known as paper to:

The Editor - Stour Valley Steam
c/o East Anglian Railway Museum
Chappel Station
Wakes Colne
CO6 2DS

We reserve the right to edit for grammar, punctuation, length, libel, content, as necessary.

Please keep the length of your Letter to the Editor to less than approximately 300 words.

An Update from the Miniature Railway

By Tom Stageman

Over the past few months, a new Head of Department has been appointed for MiniRail and a small team of volunteers has gathered round to make to improve this facility that we have at the Museum.

These plans focus on constructing a new pond and water feature, and also to continue with relaying the track to extend the line back to its previous southern terminus at the very bottom of the yard.

It is intended that the first part of the extension will be finished in time for the August 2011 Day Out With Thomas Event. To mark the change of direction for the miniature railway, a new colour scheme of dark blue and cream is being rolled out across the rolling stock fleet. The railway's battery operated locomotive, "Ricardo Lampwick", is already in its new guise, along with its matching driving truck. The other locomotives and carriages will also be so treated in the coming weeks.



Track extension works on the Miniature Railway

The team plan to build the new water feature in the now relatively derelict area by the main Locomotive Workshop, which will see a working waterwheel and stream being built. This will replace the original fishpond to add some more visual interest for our passengers, along with mak-

ing better use of the space we have available. The work for this project is planned to start at the end of the season and continue on throughout the autumn of 2011. It is hoped the locomotive "Charlie" will be returned to service fairly soon also. This has now been out of service for a considerable amount of time, meaning the MiniRail has been reliant on its single reliable workhorse, "Ricardo Lampwick". This continues to give sterling service; however it is to be hoped that the operational locomotive fleet will increase in the near future.

The MiniRail project is not only extending what we have at the present time in terms of length, but 5 inch gauge rails are also being re-laid to give more operational flexibility. We hope that we can then attract the interest of other local societies and members of the public who own 7 1/4 inch and 5 inch gauge locomotives, to bring their items of rolling stock to showcase at the Museum.

In addition there are plans to build another terminus station at the south end of the line. This will allow some more flexibility in being able to run our locomotives round to be able to run 'chimney first' at all times. It would also enable the railway to cope with more

than one train operation. We are indebted to the Wednesday Team who are currently building the additional sets of points that we are going to need to be able to complete the extension. Another part of the plan is to replace the tunnel that was once built for the line, but was removed some time ago due to the line being cut back. We hope to replace this with a more permanent structure.

This is just a flavour of what we would like to achieve in the coming months. If you would like to get involved, then please don't hesitate to come along and get stuck in, we would appreciate any help. We hope that our renewed inspiration will drive this project forward. There are certainly some very exciting times ahead!!



The area near to the Miniature Railway Workshop, where there are plans to install a working water wheel and stream, to replace the pond which has suffered from a leak in recent years.



The Battery Locomotive - Ricardo Lampwick which has recently undergone a repaint

Suburban Memories.

– With Apologies

By Pete Martin

Dreams of travelling on the revitalised Welsh Highland Railway merge with the receding visions of the Welsh mountains as the 15.08 from Bangor perambulates along the sun drenched Northern Welsh coastline towards Chester. Upon arrival, the hordes leave the train and head for the Crewe-bound service and the rolling countryside of Cheshire, from whence we are Pendalino'ed at breakneck speed through the green heartlands of England. With stations a blur we descend into the depths of the London suburbs, where Sir John Betjemen once waxed lyrical about Metroland and the up and coming suburbia of the 1930s - and arrive at the modernistic edifice of Euston.

Oh dear - Sunday, and no Underground. That's rather annoying. All this way and thwarted at the final hurdle. The other annoyance is the deplorable cacophony of announcements at underground stations which blend into an indecipherable noise leaving you in a spin. Long gone are the simple messages of "Mind the doors". They have been replaced with the monotone bongs that announce a cheery message that:

"There is a good service on the..... click - "Please mind the gap and the doors - train now departing" - "Please have all your luggage with you"..... click - "Any unattended luggage will be shot by the security services....." click - bong: "Such and such station shut due to fire brigade checks."

Whaa!..... Why don't they check them at night when there's nobody around?

Bong: " There's no service on the"..... click

bong - " Next train to 'ammersmiff is cancelled".... never mind that where's the bloody Liverpool Street one ?

Bong: "No service on the Northern Line due to power failure on the National Grid".

Well that never happened when they had their own generators at Lots Road. The Underground used to work when all else failed - it doesn't now.

Due to engineering works totally closing the Circle Line, a short hike from Moorgate results in getting lost and ending up at Bank. Where the hell did London Wall go? It didn't look like this as I remember. The silent City streets on a Sunday evening give way to somewhere I can get my bearings. However a massive set of Crossrail holes throw a spanner in the works with numerous streets cordoned off. Oh dear this is all getting rather fraught. In due course, I arrive at a packed Liverpool Street where the station is a morass of every conceivable nationality and the trains are rammed to the luggage racks. It was never like this on a Sunday! I don't think Sundays exist anymore - its all melded into one cosmopolitan bland week, where one day just follows another with no gaps.

Liverpool Street before it became what it is now, was a cavernous maw. Thousands of people swept up on a daily basis from the surrounding districts like lemmings to be deposited into the daily drudgery of the commute, disgorged into a tidal wave of humanity that ebbed and flowed through the barriers.

The sunlight shafting through from the high glass of the trainshed roof onto a sea of people interspersed with the ever present echoing announcements.....

"The eight eight thirty five five to March March will be departing-ing from from platform eight eight. Calling atttttt....." The rest being lost in the sputtering start up of a 37, and to the accompanying thrum of 47s on the Norwich. To the sound of Guard's whistles blowing and doors slamming on another suburban departure, the polished class 08 station pilot burbles up and down with mail coaches and GUVs and a selection of odd wagons to complete the scene.

The snaking crashing clattering lines of recalcitrant BRUTE trolleys loaded with all manner of goods and parcels towed round the station at breakneck speed by electric trucks driven by surly part uniformed porters wearing half cocked caps. No man walked in front to get people out of the way. The noise of this entourage perambulating through the masses was enough to get the masses moved to a safe distance. Stand in the way at your peril! Health and Safety? Everyone knew it wasn't very healthy nor very safe. Unlike now where nobody recognises danger even if it is staring them in the face - then its your fault for not telling them.

On the gentler side, the clatter of the fascinating destination board over the West Side platforms where strange stations throughout East Anglia could be glimpsed - many now gone from the map. The long footbridge from one side of the station to the other, where train spotters scribbled into Ian Allan's latest spotter's book of engine numbers. It was a footbridge where one could survey all that was going on and while away the hours. Not much had changed from steam days - except there were no steam engines.

Nobody bothered about the unprotected food being transhipped from unprotected

wooden platform trolleys into the buffet cars. The eggs and bread were fresh, there was nothing prepacked, and nothing was frozen - except in winter - when mostly the diesel engines were.

In later years and with the extension of the electric string beyond Bishop's Stortford, class 86 electric locos were seen on the Cambridge run, and then latterly to Norwich. With the introduction of the new Class 321 EMUs running on the Cambridge run for a time, the executive status once retained by locomotive hauled carriages disappeared into commuter land. Similarly the Clacton service with the pioneering class 309 100 mph ac EMUs, also lost its club status with the abolition of the Griddle Cars. Then the trains were scrapped. Oops, sorry guys - look out Norwich.

Sadly the 86 locos had seen better days and were a constant source of trouble due to worn out tap changer equipment until they were sorted out at Ilford - which I won't bore you with techno babble here. Picture the scene at Harlow Mill, where one caught fire. The Driver having stopped his train, stepped out of the cab, and to the assembled masses from his train standing on the platform, proudly activated the locomotive's fire extinguisher system. On breaking the glass and yanking the handle on the outside of the loco to set the extinguishers off, he was left with 6 feet of bowden cable in his hand and Hugh, Pugh, Barny, McEw, Cuthbert, Dibble and Gruff put the fire out. (Apologies to Trumpton fans if I got them wrong! - No doubt you'll be the first ones to say).

Stratford Major Depot, as it had become, rebuilt the loco over many months. From a misty memory, I think it was 86236. It was named 'Phoenix' and was one of the last locomotives to be rebuilt there, and recall it on its trial run passing Ilford Depot complete with name board and every man and his dog

on it looking out of the side windows.

Back to the present day, we sweep past Bow Junction and the old Bryant & Mays match factory - now prestigious apartments. Now I recall seeing wagons being shunted in there when it was a match factory. Made in Bow - not China. I gaze in awe at the revolutionary sight of the Olympics development and reflect on all that has been swept aside. The memories of Stratford loco works and all that went with it, now cast to a dim and distant past, where some would say: "Thank God that lot went!"

The interior of Fork Junction signal box controlling the North Woolwich line and poking above the bridge could be viewed from the platforms of Stratford Station. As the winter North wind cuts across the marshes blowing the smoke from the signal box chimney across to the huddled masses on the platform, the signalman within could be jealously viewed in his shirtsleeves. Bathed in the warmth from his stove and the soft coppery glow of his instrument lights and the 60 watt light bulb within - whilst all outside are swaddled in winter clothing .

The distant echo of diesel engines and horns transported on cold winds from the final vestiges of Stratford Depot and beyond Temple Mills. Oh, the aroma of the soap works at Yardley's, blending with the paint smells and bone manufactories and the heavy distant rumble from Sanders and Fosters steel works. Stratford High Road with the rain reflecting the streetlamps in the wet roads. In scenes akin to the Lowry paintings, Stratford had it's dark satanic mills. Boats of timber on the brown boiling River Lea - barges of copper billets and scrap to Enfield Rolling Mills. RT buses with their characteristic transmission whine and hissing air brakes, the top decks full of flat capped men smoking Craven A reading the Sun. At 5.30 in the morning you had to cut a slice of the atmosphere

to go upstairs. Smog in the buses - and in winter - outside as well.

Today, we take in the new Westfield developments and the high overpowering cliffs of new low cost apartments that encroach to the railway boundaries. Sadly there is nothing to celebrate(?) Stratford as a railway hub. The Museum at North Woolwich opened in the 1980s by the Queen Mother to a fanfare of Street parties evoking memories of East End VE day community spirit has gone. So have the East Enders. Stratford has altered beyond all recognition. Nothing remains of the works built in the 1850's as a replacement for the original Eastern Counties Railway works at Gidea Park - now a prestigious housing development and unimaginatively known as Railstore Lofts.

Stratford grew into one of the largest railway workshop communities in Britain and employing thousands in the local area, became synonymous with the Great Eastern Railway in East London. It maintained those connections until 1992 when it finally closed - and yes, we were there too with our N7 - a more ancient Stratford product - which was truly the last working locomotive on site when everything else had gone, or was awaiting the cutter's torch.

Oh dear, more memories. Is that all we have left? I pity the sad youngster of today who won't have the experience, knowledge nor the involvement (nor probably the interest) with anything like that. There's not much to look forward to in Mc Donald's: "Oh yeah, cool man I - like innit - remember big French Fries and big Macs for 1.99. Sucks innit like he said yeahbutnobut yeahbutnobut yeahbut - whatever. Steam engine? Life? Wassat?"

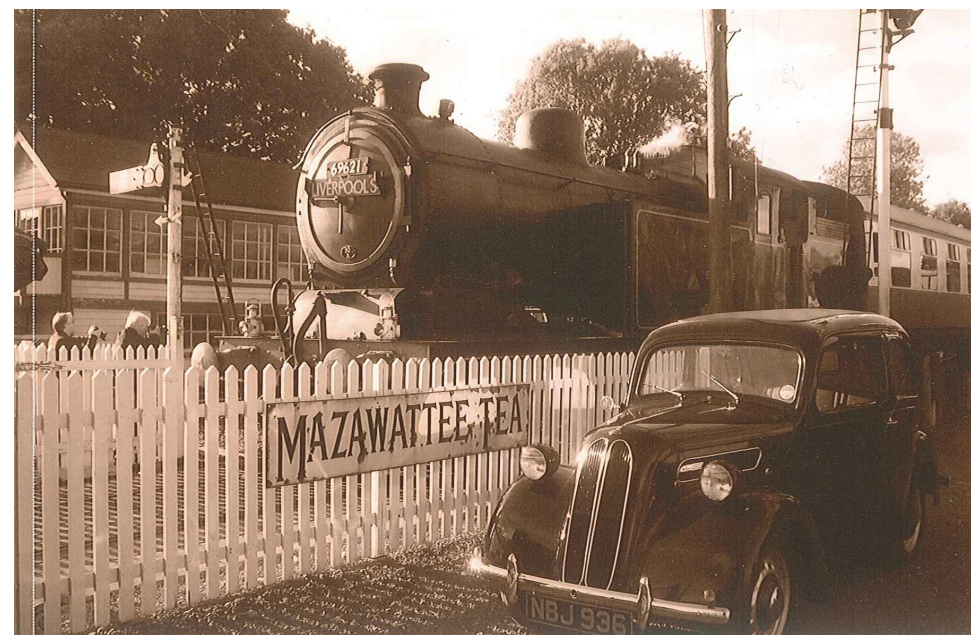
Ho hum. And so ever onward through the Buddleia, rubbish and graffiti strewn wastelands of suburbia past the site of Good-

mayes hump shunting yards, where the ghosts of the last shunters, Dick Brett and Bert Stitch are probably still there waving a green lamp at an unseen driver. "Hit 'em up!" A Mexican wave of crashing buffers reverberate through the night air as another raft of wagons goes over the hump.

Does anyone care anymore? As another burgeoning piece of discarded rubbish is thrown over a fence onto the railway to join the collection of shopping trolleys near Chadwell Heath - obviously not. It is a far cry from the days of Sir John Betjeman.

'Come friendly bombs, fall on Slough'.
Hmmm.....

A Regular Visitor to Chappel by Kevin Watson



The Museum's N7 engine passes the Level Crossing and the 1953 Ford Anglia during an event day in 2011. Photo by Kevin Watson

Ford Anglia E494A – 1953

I bought the car in October 2010 from Mildenhall in Suffolk, It had been well looked after and some degree of renovation has been done by the previous owner. However, prior to this it had been stored in a shipping container for over thirty years, hence why it is mostly in original condition.

When the weather is fair I currently use the vehicle as transport to and from work, it is usually parked next to the crossing gates and blends in very well with the Museum surrounding.

How unique are EARM's railway connections? – Phil Ainsley finds out

Finding interesting facts and curiosities about the Museum helps to raise awareness of the heritage value of our site and collection. I thought the time was right for some topical research, prompted by the recent use of our main line connection to Network Rail for the delivery of the "Shenfield Set" Class 306 unit to the Museum.

How many other railways have connections to today's railway network, and what uses are they put to? Can the Museum claim a unique exhibit in preservation as a result of our junction status?

Connections to Network Rail:

For many years EARM has had the benefit of a main line connection, which has enabled stock transfers to take place. Before then it was achieved by track slews (a cut made in a section of plain railway line, temporary shift and connection to another siding to enable a train movement then subsequent re-instatement). Evidence of this practice is now confined to a small number of pictures, because most slews were at night to avoid impeding rail traffic, and to stories within Stour Valley Steam.



A GBRf Class 66 Locomotive Crosses the connection from the Museum to Network Rail Metals during the 2007 track works on the Sudbury Branch

Over the years stock deliveries using the connection have taken place. Although these have been rare, some examples include Diesel Multiple units from Southall, and visiting Class 66 locomotives during the Sudbury line engineering blockades. Having a connection creates possibilities – for in 2001 there was a planned movement by "Merchant Navy" class locomotive Canadian Pacific, although late railtour running on the day spoiled that particular event. It had been used to better effect in the series of "Steam on the Branch" runs in 1991/92 and maybe could be again by any proposed re-runs that can be arranged. It has also generated moments of déjà vu, as the Shenfield unit has visited us before – perhaps testing us out as it sought its new home. Without the track connection, costs of road transport to move the three-car Shenfield set would have been far greater.

Some of the Premier Division of preserved railways are having to extend their lines to gain a main line connection, the most notable example being the Bluebell to East Grinstead. The development intent shown by Kent & East Sussex and Great Central North are also noteworthy. In recent times the number of direct connections has grown significantly.

On the member's website, you may view a spreadsheet I have created showing all known Network Rail to preservation sites known to exist. From my research there are 48 Preservation sites with a main line connection. Please feel free to log on the members site for any other observations, or corrections that need to be made. These would be welcomed, as I haven't seen a list presented elsewhere.



If you now consider the number of sites viewed from Spring Gardens Road Bridge - A Spoil Train straddles the Museum's Platform 2 running line, the junction and the Network Rail service serving Rail track during replacement works in July 2005

Chappel clearly has a present day junction – but was that the case historically? How many preserved sites also had a junction status in the past?

Historical Junctions

For this to be demonstrated, could this heritage be proven to have existed in pre-grouping days, that is before 1923? A number of interchanges now exist in preservation, but are of recent construction as disused lines are taken over by preservation groups. These include some well-known examples, these are end-on connections like the Mid Hants railway at Alton, Paignton & Dartmouth at Torbay, and Peak Rail at Matlock. A cluster of new connections have been recently made in the North East of England; examples being to the Weardale, Wensleydale lines, at Sildon for NRM of the north.

To the delight of many, more through running of railtours using main line connections is now taking place in the Premier Division of preserved railways. These railways can host visiting trains: West Somerset, Swa-nage, North Yorkshire Moors. None of these locations were points of connection between Pre-Grouping companies. At Sheringham the North Norfolk Railway have created a new connection; however the true M&GN (joint line) connection to Great Eastern metals was at Cromer lic rail service serving Roughton Road. While it is understood a main line connection is not particularly unique, and others use their connectivity to better effect due to their size, could a claim be made about Chappel in preservation having a unique historic railway junction feature?

A unique junction station?

One of the features of Chappel is the small building currently employed as the Traffic Office located on Goods Shed North. For some time it has been considered to be unique, the only physical reminder of the Railway Clearing House (RCH). As I had not seen evidence to support a claim, I have decided to research it – just how unique can you describe Chappel's location and its junction status within preservation?

Railway Clearing House (RCH)

Firstly it is best to recount the function of the RCH. It acted partly in a similar way to today's Association of Train Operating Companies, a point of neutrality within an industry that balances interests of today's railway franchise operators and splits incomes. Historically the RCH had a number of functions

it regulated between Pre-Grouping railway companies. Originally established in 1842 it was to facilitate the through booking of passengers and freight, by ensuring receipts between companies were divided up fairly. One of its first decisions was made on 22 September 1847, in that Greenwich Mean Time was to be adopted as the standard time for all railways in the United Kingdom. It also offered a meeting place in London where standards were agreed, without having to visit hostile competitor's premises. In this way, railways moved towards many common practices, without the need for legislation; an example being standards to the construction, size and loading capacities of wagons.

Maps and publications were produced, the famous RCH maps being almost works of art, depicting the complexities of railways built in the Victorian and Edwardian eras. Preparation of station handbooks, passenger train rate books, scales of charges were all published, many are seen in EARM archives.

The Railway Clearing House existed as a separate organisation until 1955. Its name was retained for some residual functions but the body was wound up in 1964, when its remaining functions were taken back by British Railways.

At Chappel the RCH number-taker's job was

to follow movements of vehicles between the Great Eastern and Colne Valley lines. RCH would then calculate how far they have run on the lines of other companies. Over time the Clearing-House accumulated a long series of credits to, and debits against, each company; these are periodically added up and set against each other, with the result

that the accounts between it and the companies are finally settled by the transfer of comparatively small sums of money.

Returning to the theme of uniqueness is this story about the RCH told elsewhere, and can a historical link be proven to be unique to Chappel?

Preserved railways with junctions.

I can discount the last seven strong contenders to having a preserved site junction status as follows:

While an overgrown trackbed exists currently there is no operational connection to link the Dufftown railway at Keith (Great North of Scotland and Highland railways).

At Appleby North junction, there was a junction between Midland and North Eastern tracks. Today a connection remains between the Settle and Carlisle line to the developing Eden Valley railway – but this is not on the publicly open section, operating near Warcop.

A co-location exists between two railways at Smallbrook Junction on the Isle of Wight. While it operated as a junction in steam days between separate small companies in pre-grouping days – no station existed until one was constructed in 1991 between the preserved Isle of Wight Steam Railway and the now electrified Island

Line.

In terms of age the Middleton railway has the claim proven to be the oldest operational railway in this country. It has a transfer line and connection through the Hunslet factory sidings to Network Rail. However in the interests of pure localism - fails the EARM bias test - for it is not co-located to

a Network Rail station, nor was it operated by a pre-grouping railway company. This was an industrial line latterly run by the National Coal Board before passing into its preservation status, its main base being on a new site Gobowen station was a junction between the Cambrian and Great Western Railways. At the moment, however, is only a planned preservation site.

There are both present and past connections, to the Nene Valley Railway near Peterborough. Fletton Junction exists on the main line, for stock transfer to Orton Mere, another station constructed in the preservation era. Historically there was an interface between LNWR and GN at Wansford, but no RCH construction exists there.

My final contender as a historic junction on a preserved line is located at Lydney. Passenger services on the Severn and Wye (a joint Great Western and Midland line) were always very light, and closed within the Dean Forest area very early in 1929. However it was for coal the line earned its keep, Coal production in the Forest of Dean was the prime reason to promote a scheme to build the Severn (Railway) Bridge in 1879 - coastal shipping needed bunker coal delivered to Sharpness Docks. This traffic was handled on the Joint line and very little traffic was sent beyond the docks away on the Midland Railway. Consequently little work to record on behalf of the RCH, when the present day Dean Forest Railway ran again to the station site in 1995, no buildings existed at Lydney Junction station site. So once again there was no RCH connection to be found.

Chappel and Wakes Colne

All this leaves our little EARM Traffic Office a singular survivor of a piece of railway history. It has been overlooked by visitors; perhaps now is the time to promote its significance. As a Museum we should be looking for stories to tell.

Perhaps we could suggest that it was most instrumental in keeping the independently run Colne Valley Railway solvent. This railway represented a small outpost of private enterprise, not quite a light railway but operated with some pride because of its exclusivity. It is documented to have had thriving goods traffic – for example it exported large quantities of barley for the brewers at Burton on Trent., Also it dealt with agricultural machinery from Robert Hunt's at their Atlas works at Earls Colne, and Whitlock Brothers, manufacturers of mechanical diggers, of Great Yeldham.

One might even imagine that Mr Elyot Hawkins, the former General Manager of the independent Colne Valley line might have often stopped off at Chappel to monitor traffic as he travelled to and from his home in Bures? He certainly would be interested in the receipts generated by the traffic, transporting goods to support the two main settlements of Castle Hedingham and Halstead.

I hope that soon a few ideas will be advanced to demonstrate the value of the little building in telling both the RCH and Colne Valley story. A change of use to another visitor area will benefit our Museum; loco crews facilities could be considered to be re-located for this reason.

To summarise; Chappel and Wakes Colne, is, I believe from my research, the sole operational preservation site with an RCH artefact directly linking back pre-grouping days. EARM also retains a present day railway connection to Network Rail. Unique, unless corrected, failing that pretty rare!

Have a look at Phil's document by logging onto the Members Website at www.earm.co.uk/members

If you do not have a login you can use the form to join.



The Former RCH Office in the Yard at Chappel, currently used as the Traffic Office

Stour Valley Steam Through the Decades

We take a special look back through some of the articles which have appeared in Stour Valley Steam since Issue 1

This issue of Stour Valley Steam celebrates not one but two important milestones for railway preservation at Chappel and Wakes Colne Station. The first is the 40th Anniversary of the first Steam Day at Chappel. This historic event is covered elsewhere in the magazine. The second event is the 150th issue of the magazine itself, a not inconsiderable achievement in its own right. The 100th Issue of Stour Valley Steam in Autumn 1993 gave an in-depth listing of individual items of a good selection of the articles in most issues of the Magazine.

For the 150th Anniversary we have decided on a different approach. Taking the four decades of publishing the Magazine as a whole the hope is that by focusing on one year in the appropriate period we will attempt to give something of the change in the "flavour" of the organisation over the years. During this time out of necessity the priorities have changed from potentially managing a branch line to upgrading the facilities on site to present a viable and professional Museum image.

1971 saw the Stour Valley RPS on site at Chappel (just). A leasehold agreement with BR had been in place since 4th December 1970.

We had held a Steam Day within 100 days of taking possession of the site, on 13th March when a Members Open Day was held.

Stock arrivals at Chappel in February in-

cluded the Andrew Barclay diesel, Jupiter, Gunby and the Pooley Van. (scanned report supplied)

It was a start of long and fiercely argued discussions about the merits of purchasing the complete Marks Tey – Sudbury line, or just part of it. Sadly none of this came about. (Further responses to this topic were contained in the August /September edition.)

There was a report on the Whitsun Steam weekend (reproduced opposite) when 5000 people descended on Chappel.

An article on a track lifting party at Margaretting which resulted in the local constabulary being called out. (This incident was reprinted in the Summer 2010 Edition of Stour Valley Steam). An item on Super loos for the ladies, with some excruciating puns.

An earnest debate about the origins of the place-names of Chappel and Wakes Colne. The August/September edition saw possibly the first of many editorial appeals for articles, timely delivered.

Full brake no 553 arrives at Chappel August 26th.

An early example of recycling; there is an appeal for old sump oil. (Is this still collected?)

An article by Derek Fox on the first permanent signalling system at Chappel. Prior to it coming into use all movements were controlled by flags.

WHITSUN STEAM WEEK-END A HUGE SUCCESS

Any members who joined the Society to run a railway certainly had their chance at Whitsun when we opened the station to the public for the first time. Nearly 5,000 people passed through Chappel booking-office to become day members and nearly 1500 passenger rides were given in the goods van and on the foot-plates of the locomotives.

The old waiting room was resplendent in fresh paint to become Stage 1 of our refreshment facilities. The permanent way department managed to finish laying the shed loop and on the Friday previous Ted Lawrence, Trevor Martin and Colin Hill went to Chappel armed with direction signs for the yard and the A.604 road and assembled the new bookstall counter kindly donated by Mrs. Birchall. Tony Butcher's publicity department had sent out posters and notified the press with block ads. - somehow Anglia Television heard about us and gave a mention in their news. Saturday evening Tony Ridgewell and David Wood complete with motor mower cleared the grass from the dock and the edge of the station approach road to give us more parking space.

Sunday morning was overcast and damp but by 10 a.m. nearly all the members who had volunteered for duty had arrived and reported to Terry Gregson who was in charge. "Gunby" was driven by Kim Malyon with David Wood and Chris Hazlehurst as firemen with guards Dennis Swindale and Tom Kearney. Brian Leighton drove the diesel with 2nd men Colin Hill and Alex Walford. Signalling manager Derek Fox had arranged for our main line to operate as a single line with the No.6 tablet resplendent in pouch withdrawn from the block instrument in the box.

Despite the rain the public arrived in their hundreds causing some chaos in the car-park. The Colchester police gave welcome help in keeping the traffic flowing. It was obvious to all that if a crowd of this size turned up on a wet day we could expect even more the following day if the weather were fine, so Ian De'ath and Terry departed to Colchester police station to seek help which was readily arranged by Inspector Morrison.

By Sunday evening the refreshment room had practically sold out and half the bookshop stock had gone. Mrs. Birchall and helpers, after a very strenuous day, went home to start baking to replenish the refreshment room and an emergency dash by Tony Butcher to a relative's grocery shop procured more supplies for Monday's expected onslaught.

The weather was good on Monday and with Ted Lawrence in charge all was ready by 10 a.m. Soon after the visitors started to pour in, the loco crews were as Sunday with the exception that Peter Thompson took over guard duty. As queues formed for rides in the yard and on the Sudbury Branch 7½" gauge line it was obvious that the week-end was going to be beyond our wildest dreams. At one time there were over 400 cars parked in and around the station. Robin Smith must rate as the most overworked booking clerk to ever have been in Chappel. Sunday's scene was repeated with literally masses of people all soaking the sun and a steam railway atmosphere. How John Longhurst managed to keep visitors moving over the crossing and getting the gates shut for the BR trains we will never know.

At the end of the week-end the refreshment room and bookshop were both sold out and the Society was better off by approximately £500.

Grateful thanks to all members both senior and junior who gave such sterling service over the two days and also thanks to their respective wives and husbands, where applicable, who stayed at home and minded the children. We must also extend thanks to the Colchester Division of the Essex Constabulary under the guidance of Sgt. Ransom who was of such great assistance in keeping traffic flowing and also the understanding of the local inhabitants who had the peace of their Whitsun holiday disturbed, but have contributed to our aim to SAVE THE STOUR VALLEY RAILWAY.

The October/November edition it was announced the Society had a new Chairman in Len Wells.

Talk of a new format for Stour Valley Steam which was currently a foolscap typed newsletter.

An optimistic letter about the Stour Valley RPS prospects by "Waveney". (This was almost certainly Fred Youell, who was later to be such a big influence in the Permanent Way area and not least the generous donor of N7 No 69621, the last engine built at Stratford).

We now fast forward to 1981 to see what has changed.

The magazine is now an A5 glossy published 4 times per year.

The editorial notes the success of the Footbridge Project. Relocation of the former Sudbury footbridge both enhanced the site and enabled the Society to dispense with the services of BR pilotman on Steam Days. Ian Reed wrote a very comprehensive piece about the background to the project and the site work of installing it.

This was subsequently reprinted in Autumn 2003 issue of Stour Valley Steam.

Derek Fox had written a very interesting and relevant piece called "Ten Years at Chappel" in the Summer 1981 edition.

There are notes about finalising of coaching stock agreements to put restoration on a more business-like footing. (I think this took some time to achieve in full but is a critical item in terms of Museum Registration and obtaining funding)

January sees the 04 Diesel Shunter, the former D2279 come to Chappel from Rye House Power Station.

An impressive flowchart of the Project Plan for future work at Chappel.

Acknowledgement of the actress Wendy Craig's appearance at Chappel in connection with filming an episode of the TV programme "Nanny". (The cheque at least was impressive by all accounts)

An article by Charlie Dore on the "Toffee Apples": i.e. the first 20 Brush Type 2's (Class 31). These

were so named from the shape of their removable power handle. Apparently they were the motive power of choice for bringing stock into Chappel via the various track slews but were non-standard with the rest of the fleet.

The Last Great Grice – a two part article by Geoff Hutton. This paints a picture of an end-of-school train spotting expedition in 1967. This was the last full summer of steam operation in North-West England.

TEN YEARS AT CHAPPEL by Derek Fox (*Stour Valley Steam* 1981)

It is now ten years since we, as a Society, first set foot in Chappel Yard. In the beginning there was practically nothing – empty station buildings, an empty signal box, the lever frame removed and scattered round the yard, bits of track lay around but nothing of running length.

The old Goods Shed stood without doors, the stable behind, where shunting horses had been in times gone by, the grass and weeds knee deep wherever one walked.

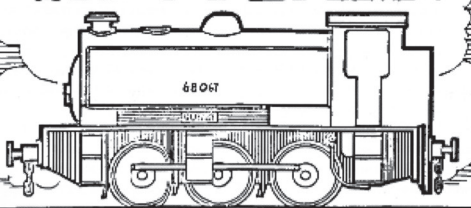
We have come a long way since Christmas Day 1970. The old Goods Shed is now a workshop containing many mysterious machines. The Station buildings house a Refreshment Room, Booking Office, Publicity, Museum and many other activities including one of the most comprehensively stocked bookshops to be found on any railway station.

Gradually we acquired sleepers, track and signalling equipment and all the workshop machinery by outside weekend working parties, travelling all over the country, and often working through the night (not forgetting certain escapades on Barry Island). All the track and signalling now to be seen on the site and fully operational has been progressively laid, installed and altered sometimes, during the ten year period – all the stock of vehicles and locomotives, some owned by individuals, off-loaded. Our latest acquisition being the Buffet Booth Car. One of the biggest recent major operations has been the removal of the Sudbury footbridge and its reerection at Chappel over the British Rail line. This was by no means a straightforward exercise as we had to construct new foundations and fabricate new piers to raise the clearance to overhead electrification limits.

Signalling. Do we need signals? No, providing we only have one engine in steam. But we are a railway preservation Society and a railway without signals is like a church without bells or a camera with only black and white film. In the very beginning we held Open Days and worked with a 2-lever frame plus hand flags. In 1973 we installed a 12-lever frame made of parts res-

STOUR VALLEY RAILWAY
PRESERVATION SOCIETY

**GUNBY
IN STEAM!**



**WHIT SUNDAY
AND MONDAY
AT
CHAPPEL & WAKES COLNE
STATION**

(ON THE A604 COLCHESTER TO HALSTEAD ROAD)

DAY MEMBERSHIP : ADULT 10P CHILD 5P
(INC. ADMISSION TO YARD)

RIDES IN VAN : ADULT 10P CHILD 5P

RIDES ON FOOTPLATE : 25P

ALSO. MINIATURE STEAM TRAIN RIDES FOR CHILDREN!

cued from Beckton Gasworks and in 1974 housed it in an ex-Great Northern signal box brought from Fotherby Halt where it had been in use as a gate hut (built originally in 1883) and now known as Chappel North.

Last year, due to the need for expansion and a worn-out turnout, it was agreed that we again alter the track layout and realign the curve into our passenger platform. The line into Loco North will come off a separate turnout and a new siding is being laid in. Two additional levers have been inserted in the signal box frame which has been re-numbered and re-tappet-tlocked. The final completion date is 'up to you' in 1981.

You cannot say that Chappel never alters. When the footbridge is complete I can visualise camerapeople like fishermen on a pier.

For those of you who have never been to Chappel, or have recently joined the Society or have not been for several years because you say 'it has not altered' I would urge you to come this year if you are at all interested in railway preservation.

You will find a veritable hive of activity both inside offices and workshop and out in the open, whatever the weather. The workforce is divided into many sections or departments. If you are not a member-join now! If you are then help to strengthen our workforce, you can sell tickets, books, teas, re-lay track, repaint buildings, locos, coaches, practise your carpentry. If you want to drive the trains, act as Signaller or Guard, then there are Rules and Regs instruction classes run during the close season to help you learn how. If you come you will join a friendly crowd and you can (after duty) drill with us too.

Then we would be able to achieve a little more a little faster. Why not work for nothing at the weekends? After all, you can get paid for working during the week!

Write to me today for further advice and information and state your interests.

Derek Fox, Traffic Manager) (SVR).

1991 had several notable events. By 1991 the former Chappel Steam Centre had already been re launched as the East Anglian Railway Museum. This happened in 1986. The Stour Valley Railway RPS was still in existence but at the 23rd AGM of the Society which held on 23rd February 1991 Chairman Jon Nutbeem explained that with the assumption of Charitable Status from 21st January 1991 the days of the original society were drawing to a close. (It was subsequently wound up at the February 1992 AGM.)

Spring 1991 was the first issue under the editorship of Jim Connor. In it he pays tribute to the 15 years that Peter Thompson did the job.

The next big step in chronological terms was the completion of the Site Purchase on April 19th. Owning our freehold obviously gave us more control of our destiny, and potentially opened doors in terms of grant-aid and other funding schemes.

There is an article by Nick Ridgway on relaying the Ash pit curve, which had been a no-go area for the likes of N7s and Standard 4 tanks. A picture of the new station at Sudbury which had opened in late 1990.

An article on the Goods Shed Indoor Crane. Here was a project which we now take for granted but was largely achieved through the determination of a very few members.

COLCHESTER OPEN DAY -J.E. Connor (SVS Autumn 1991)

Bank Holiday Monday, 26th August 1991, dawned bright and clear, with the sun beaming down on a shining 'N7, sitting in the yard at the west end of Colchester station.

69621 had travelled down from Chappel the previous evening, and had been piloted beneath the wires by the green liveried Class 31 A1A-A1A diesel now named 'Stratford Major Depot'.

Before the event opened to the public, the 'N7, which was the first working steam locomotive to visit Colchester for many years, backed onto a DMU set, and shuffled off into Platform 1, in readiness to provide steam rides from the station to the yard stop-blocks near Woods' factory.

Article by "P W Slack" on relocation of miniature railway from Platform 2. This as the beginnings of the MiniRail we know today.

"Stour Valley Steam - the Beginning" by Peter Thompson.

The next was the visit by the now restored N7 to its birthplace at Stratford Works. Sadly it was to mark the closure of the works at a ceremony with Fred and Susan Youell present.

The Bungay Coach was 100 years old and was still in revenue earning service! Albeit only selling secondhand magazines.

The Autumn 1991 issue had a report by Jim Connor on the Colchester Open Day on Bank Holiday Monday, 26th August.

Some highlights: - 69621 in steam - brought from Chappel by green liveried Class 31 "Stratford Major Depot"

The 306 Unit was in operation between Colchester and Colchester Town on a shuttle service.

Interesting article by Nick Ridgway "Two Steps Forward, One Back". In it he talks about the changes that have occurred at Chappel & Wakes Colne Station over the years; not least to the Station Buildings themselves.

Amongst other visitors to the show was the prototype EM2 electric locomotive No.27000 ‘Electra’, which was resplendent in BR brunswick green, together with a line up of various unusual diesel engines for those who are interested in such things.

A section of the station car park was utilised by around forty sales stands, and these offered various items of railway interest to the many visitors.

To add a little variety to the day, the preserved 306 class ‘Shenfield Electric’ was in operation between Colchester and Colchester Town, but there is no doubt that the star of the show was 69621, even if she did present a somewhat incongruous sight trundling around with a NSE liveried three-car DMU for company!

The Leaflet produced by Network South East to advertise the 1992 Steam on the Branch trips, this event also took place in 1991

Steam on the Branch

Great Eastern

Sunday 27 & Monday 28 December, 1992

Following the outstanding success of the Christmas 1991 event – here is another chance to enjoy a memorable journey on the Sudbury Branch.



Utilising the East Anglian Railway Museum's preserved N7 (69621), round trips will be operated from Marks Tey, calling at Chappel and Wakes Colne on the return leg. The ticket price includes the round trip on the departure of your choice from Marks Tey (subject to availability), but allows break of journey at Chappel on the return leg and return from Chappel to Marks Tey on any service. Ticket holders will be able to gain admission to the East Anglian Railway Museum at a discounted rate.

Accommodation on the trains is limited and to avoid disappointment you are strongly advised to book in advance.

Network SouthEast

Steam on the Branch

Round trip fares are as follows:

Adults	£8.00
Children (aged 5-15 inc)	£4.50

FAMILY (2 Adults + 2 Children) £19.50

For further information please telephone: East Anglian Railway Museum: 0206 242524 or Network SouthEast: 0206 564777

TRAINS WILL RUN AS FOLLOWS:

Marks Tey dep.	1005	1115	1230	1345	1455
Cornard* arr.	1028	1135	1251	1405	1516
Chappel dep.	1037	1137	1252	1407	1517
Chappel arr.	1043	1153	1308	1423	1533
Marks Tey dep.	1053	1208	1320	1434	1547
Marks Tey arr.	1103	1216	1325	1442	1555

*There is no platform at Cornard and passengers will NOT be able to join or alight from these trains at this point.

SPECIAL FARES WILL BE CHARGED FOR TRAVEL ON THESE TRAINS. (for tickets and information please telephone 0206 242524)

Cheques to be made payable to the East Anglian Railway Museum. Please forward booking form to: East Anglian Railway Museum, Chappel & Wakes Colne Station, Colchester, Essex CO6 2DS. Please enclose SAE.

BOOKING FORM

Name _____

Address _____

Postcode _____

Telephone Number _____

Date of Travel (please tick as appropriate)

<input type="checkbox"/> Sunday 27 December	<input type="checkbox"/> 1005	<input type="checkbox"/> 1115	<input type="checkbox"/> 1230
<input type="checkbox"/> Monday 28 December	<input type="checkbox"/> 1345	<input type="checkbox"/> 1455	

Ticket Type (please insert number required) ☐ Adult ☐ Child ☐ Family

Published by Network SouthEast Advertising WA0285



N7 69621 and the Network South East 3 Carriage DMU pass the Museum's Yard on a frosty morning during Steam on the branch, photo by Peter Graczyk

Finally we are in a new century and at 2001.

The Museum proudly announces the coming of e-mail to its Visitor Reception and principal officers.

The Spring edition reveals the work of the SIFT committee, which managed the transfer off-site in 2000 of the electric shunter, sleeping car and Pigeon Van. The sale was also accomplished of the ex BR Buffet/Kitchen Car. Removal of surplus stock was part of the Museum focussing on its core collection and realistic prospects of the restoration of the vehicles involved.

An article by Peter Thompson “Newton’s Law of Motion – An Apple Falls” refers to the impending purchase of the Orchards on east side of the site. It explains some of the background to this move, which was eventually to lead to expansion of our facilities.

On a horticultural note, the Spring 2001 Edition has two such themes :Gardening News by Ron Quantock and “Das Verges” . This latter was Part Two of an account of environmental improvements to the Station Approach, including ditch clearance and planting of wildflowers. A reminder that the well maintained gardens at the Museum have been an important visitor attraction for many years.

The Summer edition seems to contain an unusually large number of interesting articles. A topical note was struck by “66 – 306 To Chappel – the Untold Story” by John Howitt. This was the story of the previous occasion when the 306 Unit came to Chappel as a large-scale exhibit at the June Model Railway Exhibition.

A somewhat poignant article was “David

Walsh: An Appreciation” by Mike Stanbury. This marked the occasion of David (Bernard) Walsh’s 75th birthday. Present day law does not insure operational jobs over this age, even for volunteers. Consequently David had to stand down from his roles as Guard and Signaller. This was duly acknowledged at in a small ceremony.

Front of House News by the then General Manager Barry Harris recorded the opening of the new Catering Facility on Platform 2 which was known as “Signals”

Electrical News by Dave Goodridge records the onward progress of the Museums internal phone system.

Page 10 records the feature on the Museum Polo Shirts which have now been available for an amazing 10 years. In the absence of a Page 3 girl, they were expertly modelled by Mark House and Jon Nutbeam!

The details of Peter Martin’s entertaining “Plumb Loco” articles really need a book by themselves but the Summer 2001 one contains a fascinating potted history of the 306 Unit.



66502 stands in Platform 2 with the Class 306 unit during 2001

Another chapter in the Museum’s horticultural history is opened by Corrine Sermon’s arrival on the gardening scene and her account of the Platform 2 garden refurbishment.

Ian Martyr’s “Sorry Tale of a J50” in March 1961 reveals the reality of coping with ill-maintained machines in the last days of steam.

The Winter 2001 issue once again kicks off with a report from the late Peter Thompson, concerning the visit by Merchant Navy Pacific 35005 “Canadian Pacific” to Chappel on 4th November 2001, just under 10 years since the N7 did “Steam on the Branch” with a 3 car railcar set. This time it was a full size train from Alresford on the Mid- Hants to Alresford in Essex via Clacton and Chappel!

An article by Mark House gave some insight into the planning and preparation needed for a successful Thomas Event, together with some of the things that can and do go wrong. This event is crucial to the Museum’s finances so, again, it paints a portrait of another aspect of the whole scenario.

News via “Plumb Loco” that Standard 4 Tank No 80151 had steamed for the first time in preservation at the Bluebell Railway. A few years previously this locomotive had been at Chappel and part of our plans for the future. But that’s another story....

In the Curio Coach News there is a report of routine maintenance to the bodywork of the Bungay Coach and more importantly the fixing of a new roof covering, obtained from Dawbarn Tarpaulins.

“Sign O’ the Times” by Barry Harris recounts the start of a project that has more or less continued ever since – the quest to improve the signage at the Museum. Signposts to the key parts of the site and lectern style signs that can move with the exhibit. All part of a drive to keep visitors on site longer and improve the quality of their visit.

Finally last but by no means least the Winter 2001 edition contains an article on the Grafton Crane by Mike Stanbury, Phil and Alan Robinson. Better known perhaps as the “Felixstowe” Crane this has been with us since 1970 and indeed has returned to Felixstowe Docks as part of their Centenary celebrations.

As part of the exercise in updating agreements and loan conditions of exhibits to comply with the requirements of Phase 11 of Museum Registration, it was discovered that the Grafton Crane was one of the exhibits whose ownership was in some doubt. It was thought it was with the Museum on permanent loan. The Company have subsequently signed the crane over officially to the Museum but this tale illustrates the point that the Museum cannot justify spending large amounts of money on any exhibit unless it has positive proof of ownership.

To summarise things up, the thrust of this article has been unashamedly nostalgic. It highlights some of the great moments of the past such as the installation of the footbridge and the amazing achievement of “Steam on the Branch”. It also records some of the smaller and less important concerned which are also part of the mix in shaping the present-day East Anglian Railway Museum.

What are the themes of the last ten years



Canadian Pacific stands in Platform 1 at Chappel & Wakes Colne photo by David Reeve

at Chappel? Although not strictly within the remit of this article, here is an attempt to bring the story up to date. It was often said in the past is “nothing ever happens at Chappel”. This is obviously not so but sometimes the changes are easier to spot from a visitor who has not been to the Museum for several years.

One of the key changes over this period is the noticeably tidier site. This starts at the very entrance with a remetalled road neatly lined out in the Station Approach.

We now have a welcoming Reception Centre, with Bookshop, Ticket Sales and light catering all under one roof.

One of the more subtle changes to the Museum over the years is a slow shift to more like a 7 day week operation from the beginnings when most activity was concentrated over the weekend period. The number of mid-week visitors as a proportion of total has increased but perhaps the real change is the level of restoration work in the week, Organised volunteer work by Team Wednesday has been responsible for some major projects at the Museum. This includes the replacement Goods Shed doors and major refurbishment



Certainly the opportunities to display material in an attractive way would have seemed a dream to some of the pioneers. The registration requirements are ever more demanding.

Sadly one of the down sides of "ten years on" is the demise or otherwise loss of many members who had done so much to establish the Museum in its formative years. It seems best not to name them, for fear of leaving out some of the folk who

are missed and talked about to this day but collectively they have made a huge contribution to establishing the Museum as a major tourist attraction in North Essex.

Part of the challenge for the next 40 years will be motivating youngsters with the will to take the Museum forward. It is, incredibly, nearly 50 years since the last scheduled steam trains left East Anglia so pure nostalgia for this form of motive power will not be enough in future. It will be the task of the Museum to embrace the continuing story of railway history and development in all its forms.

We intend to reproduce further articles from the past in future editions of Stour Valley Steam, if you have any suggestions for interesting or amusing items which should be included, please let us know.

Ian Reed and Gilly Haley paint the Canopy during the 2005 engineering block of "Henrietta". (this is the coach that runs with Toby the Tram engine, and is based on a Wisbech and Upwell Light Railway design.

Of great benefit to the Museum were the blockades on the Sudbury line in 2005-7 period. We were able to get some major jobs done because we were able to access the Sudbury line trackbed. These included repairing the station canopy, shot blasting and repairing the footbridge and an extensive rebuild of the Main Signal box.

Another is the gradual expansion of our activities into the former Orchard area. We are presently constrained both by finance and planning permission from our full potential but great things have already come with the BDJ Heritage Centre and one day hopefully with the expansion of our Workshop facilities.

Stour Valley Steam - Issue 150

Where's the article I submitted?

This issue has been put together at fairly short notice, and it has not been possible to include some items which were previously submitted since Issue 149 for technical reasons, as well as space constraints, the editorial team intends to contact those who have submitted items with the intention of including them in future issues.

Gift Aid on Membership Subscriptions and Member's Entry Entitlement Update.

Gift Aid is one of the most valuable tax breaks for charities, potentially adding 25% to the value of every sum donated to the Museum. Single donations such as those made for individual projects can be readily made to comply with the requirements for a tax refund, and admission fees can be made tax-efficient with the co-operation of our visitors, but members' subscriptions have to fit a rather complicated set of rules before they too can attract the tax refund. Our existing arrangements do not comply with these rules, with the consequence that the tax benefit is lost. Since this is too valuable a source of additional income to ignore, the trustees have made the following changes to membership arrangements.

From 1st October 2011, members' subscriptions will continue to allow free access to the Museum to view the work that is being done on every day that the public pays the normal daily admission charge, but on days when a higher charge is levied, such as operating days and event days, then only those

who are taking an active part in the activities, i.e. have volunteered to be rostered for a duty, will be admitted without charge. Regrettably, members who are not working volunteers will have to pay the full admission charge, and Visitor Reception Staff will not accept a membership card in lieu of payment.

Invitations to renew your membership after this date will include a new Gift Aid declaration form. Please note that none of the Declarations signed in the past complies with current rules, so signing a new Declaration is important to ensure the Museum gets the benefit of tax you have already paid. Remember, if you are not a taxpayer you may not sign a Declaration form.

It is appreciated that these requirements may seem rather onerous, but to obtain the full benefit of Gift Aid we have to comply and we are subject to checks from HMRC to ensure that we are operating the scheme correctly.

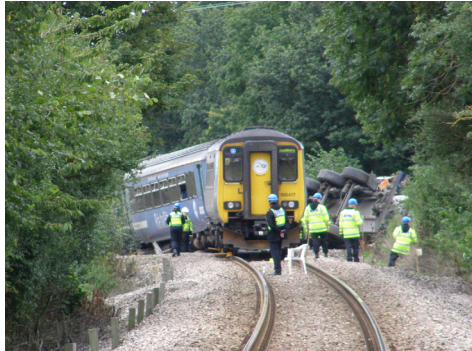
Help Celebrate Our 40th Anniversary

As mentioned in Ian Reed's article regarding the 40th Anniversary, he makes a plea for a £5 a month donation, this can also be made tax efficient for the purposes of GiftAid, you are also able to nominate one of three funds for the money to be credited to

1. The final £28k to finish the Save our Station appeal and allow us to reroof the main station
2. The new restoration shed appeal to allow us to improve our facilities and convert the existing building into a display and exhibition centre
3. N7 rebuild fund for when it comes out of service in three years and needs a major overhaul.

Marks Tey to Sudbury Line – Derailment at Sewage Works Crossing on 17th August 2010, and subsequent hire in Class 153 units from London Midland

On Tuesday 17th August 2010, unit 156417 working 2T27, 17:31 Sudbury to Marks Tey collided with a tanker at Sewage Lane Crossing in Little Cornard.



The Train and Damaged Tanker

The two carriage train working the service departed Sudbury on time for its return to Marks Tey when at 17:35 it collided with a 44 tonne slurry tanker which was on the railway when departing from the Cornard Sewage Works over the User Worked Crossing at Sewage Works Lane, close to the B1508 Bures Road.

The train, travelling at around 50mph split the tank from the cab of the lorry and was derailed and come to a rest a short distance later remaining upright.

In total 21 people were injured including the driver of the train with three seriously injured. 17 people were taken to Colchester General hospital, with 11 treated and discharged that night; six remained in hospital the following day, including one male passenger who received life threatening injuries

and was later moved to the Royal London Hospital which specialises in head injuries. Another passenger was air lifted to Addenbrooke's Hospital in Cambridge, the rest of the passengers were considered "walking wounded" and reported as receiving cuts and bruises.

The train driver, who was also injured in the accident, was described as a hero, possibly saving many lives during the incident. The driver is reported to have applied the brakes of the train and then left to cab to warn passengers in the front carriage to brace themselves for a collision, the driver suffered from broken bones.

Local residents rushed to the scene to help those inside the train, with emergency services arriving around 10 minutes later. Firemen worked to secure the train which was although upright was leaning to one side due to the embankment and small bridge which the railway line is on at this point. Residents reported hearing a loud bang describing it like a bomb exploding, and saw slurry leaking from the tanker shortly after.

The crossing is a user worked crossing, and those wishing to cross are required to use the telephones provided to



call the signaller at Liverpool Street IECC to ask for permission to cross, a Network Rail statement states that the Signaller did not receive a call from the tanker driver before the incident.

The British Transport Police spent most of the day on 18th August scouring the site for evidence for physical and technical evidence to try to piece together the events which led to the incident, including the use of Police Dogs.

The Data Recorder from the train was recovered for analysis. The Rail Accident Investigation Branch were also in attendance to work out what happened. British Transport Police Chief Constable Andrew Trotter, said that the history of the crossing and any previous issues there would form part of the overall investigation into exactly what happened.

Local residents say that they could not remember any accidents at this crossing for at least 20 years, although one local land owner reported a number of recent near misses between vehicles and trains. Engineers spent most of the afternoon on 18th August setting up decking to allow the huge crane and low loaders, which spent much of the day parked up along Cornard Road in Sudbury, to move in and remove the tanker and train. A fairly difficult process given the location and presence of overhead power cables which EDF were required to remove before the salvage could take place.

In the early hours of Thursday 19th August the tanker and carriages from the train were lifted by the crane and loaded onto road vehicles, the carriages of the train departed for Railcare Works in Wolverton for assessment. Workers began to clear the site of decking and other equipment on Thursday afternoon to allow Network Rail to begin repairs on the track. Train services on the line resumed on 20th August.

A 38 year old man - the tanker driver was arrested by Suffolk Police shortly after the incident and was, in November 2010 jailed for 15 months and banned from driving for three years. For around six months, National Express were able to borrow two Class 153 units from London Midland to cover the loss, however these returned in May 2011, which has resulted in a short Class 47 hauled set working a number of services between Norwich and Great Yarmouth on weekdays.



London Midland Class 153 at Sudbury used to cover for the loss of 156417

Last Call

Final Musings from the Magazine Typesetter

Well we got there; *Stour Valley Steam* issue 150 is complete.

The editorial at the start summed up the reason for the delay to this issue; however we hope it has been worth the effort, that it has been enjoyable to read and that this extended edition suitably celebrates not only 150 issues of the magazine, but 40 years of operations at Chappel and Wakes Colne station. We would also like to thank those who have made a generous donation towards having this edition printed in colour.

We must thank our contacts at Brightside Print and Design, who not only created the new style magazine for us, but also helped in providing a copy of Adobe InDesign, and some support to allow us to create something that resembled a magazine. The frequently requested decision to return to A5 allowed us to seek a refreshed design (although a longer standing member will no doubt recognise some similarities to the previous A5 editions). We like to think that we have learnt from all previous editors and built on their achievements and hard work.

So what about future issues? Despite being cornered into producing this edition (Job's a Good'un as they say.....), it is safe to say that the editing team will no doubt be back next time (although offers for someone to take the role of "Editor in Chief" are most welcome!)? we intend to try and get the magazine back on track (no pun intended) for the Winter edition.

Deadline for copy for *Stour Valley Steam* Issue 151 – Winter 2011/12 will be 1st November 2011 at the very latest. We welcome submissions from all members, either related to Museum activities or railways in general. It's your magazine, so please help make it interesting for people like you to read. Ideally articles should be sent in Microsoft Word compatible format, with any photographs sent separately, in their unedited (i.e how you download them from your camera) state. Photos sent within Word documents are unable to be reproduced due to the low resolution. Items should be sent via email - svs@earm.co.uk, or for those in the dark ages, post to

Stour Valley Steam, c/o East Anglian Railway Museum, Chappel Station, Wakes Colne, CO6 2DS.

Until next time.....

Events Diary

September

Tuesday 6th	25th Chappel Beer Festival North London Branch: Presentation by Peter Watson [Enfield Model Railway Club] - Subject: "Transport Video Miscellany".
Wednesday 7th	25th Chappel Beer Festival
Thursday 8th	25th Chappel Beer Festival
Friday 9th	25th Chappel Beer Festival
Saturday 10th	25th Chappel Beer Festival
Sunday 25th	South West Essex Branch: Southern Electric by Bob Poole

October

Tuesday 4th	North London Branch: EARM-Enfield Branch 40th Anniversary Celebration: 1971-2011. Presentation by Christian Wolmar (Transport Author & Broadcaster). Subject: 'London's Subterranean Railway'
Friday 7th	Colchester Branch: AGM followed by a selection of slides by Frank King predominantly early days of the preservation movement.
Wednesday 26th	South West Essex Branch: Rail Freight Group by Tony Berkley
Saturday 29th	Vintage Train Rides and Gauge One Model Railway Display
Sunday 30th	Vintage Train Rides and Gauge One Model Railway Display Colchester Branch: Sales Stand at Colchester Model Railway Exhibition

November

Tuesday 1st	North London Branch: Presentation by Robert Morland [A1 Steam Locomotive Trust]. Subject: 'The Tornado Story: from Dream to Steam'
Wednesday 30th	South West Essex Branch: Lynton & Barnstaple Railway by Charles Summers

December

Friday 2nd	Colchester Branch: Subject TBA
Saturday 3rd	Railway Experience Course
Sunday 4th	Day Out With Thomas and Santa
Tuesday 6th	North London Branch: Presentation by David Alison [Kendal]. Subject: The R. W. (Bob) Todd Memorial Presentation 2011
Saturday 10th	Railway Experience Course
Sunday 11th	Day Out With Thomas and Santa
Wednesday 14th	South West Essex Branch: F5 Project by Graham Rowland
Saturday 17th	Railway Experience Course
Sunday 18th	Day Out With Thomas and Santa

Unless stated, events are at Chappel, Meeting locations for the branches are as follows:
Colchester meet at the Friends Meeting House, Church Street, Off Head Street, Colchester.
North London meet in the First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middx. EN2 6PJ
South West Essex Branch meet at the New Windmill Hall, St. Mary's Lane, Upminster, Essex

Back Cover: 'Gunby' passes the signal frame at the north end of the layout at Chappel in July 1972, with the late David Wood on the footplate. *G.D.King*



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