

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION



Principal Officers of the Museum

Vice President	Ian Reed
Trustees	<p>Peter Martin (Chairman) 24 Montrose Avenue, Gidea Park, Romford, RM2 6RH, Tel: 01708 740149, reception@earm.co.uk</p> <p>Mark Cornell 24 Ashbury Drive, Marks Tey, CO6 1XW, Tel: 01206 211202, Mark.Cornell@earm.co.uk</p> <p>Jeff Kilpatrick 9 Green Close, Chelmsford, CM1 7SL, Tel: 01245 256567, Jeff.Kilpatrick@earm.co.uk</p> <p>Ian Reed Adelphi Lodge, Moor Road, Langham, CO4 5NR, Tel: 01206 273460, Ian.Reed@earm.co.uk</p> <p>Mike Stanbury (Secretary) Beechcroft, Station Road, Wakes Colne, CO6 2DS, Tel: 01787 224724, Mike.Stanbury@earm.co.uk</p>
Trading Directors	<p>Jeff Kilpatrick (Chairman)</p> <p>Mark Cornell (Publishing and Retail)</p> <p>Mike Stanbury (Licensing and Secretary)</p>
Standing Sub-Committee	<p>Nick Proud 54 Godfrey Way, Great Dunmow, Essex, CM6 2SE, Nick.Proud@earm.co.uk</p> <p>Allan Robinson 43 Balsham Road, Linton, CB1 6LD, Tel: 01223 891493 Allan.Robinson@earm.co.uk</p> <p>Brendan Sothcott 36 The Ridings, Bishops Stortford, Herts, SM23 4EH, Tel: 01279 507493, Brendan.Sothcott@earm.co.uk</p>
Head of Departments Chair, Loco, & H&S Carriage & Wagon Signals Estates Workshop Membership Secretary P Way Advisor P Way Foreman Telegraphs Curator & Displays	<p>Peter Martin - Details Under Trustees</p> <p>Brendan Sothcott - Details Under Standing Sub-Committee</p> <p>Mark Cornell - Details Under Trustees</p> <p>Ian Reed - Details Under Trustees</p> <p>Allan Robinson - Details Under Standing Sub-Committee</p> <p>Linda Robinson - Details as per Allan Robinson</p> <p>Nick Ridgway - 01245 382626</p> <p>Chris Hoser - 07833 510271</p> <p>Brian McGennity, 01245 460131, Brian.McGennity@earm.co.uk</p> <p>Jaki Collison, Jaki.Collison@earm.co.uk</p>
Marketing & Publicity	<p>Mark House, 40 Broadway, Silver End CM8 3RA, 07808 772174, Mark.House@earm.co.uk</p>
Site Security	<p>Nigel Hull, 126 Coval Lane Chelmsford CM1 1TG 07850 243459, Nigel.Hull@earm.co.uk</p>
Traffic Manager	<p>Rob Boyce, 279 Bramford Lane, Ipswich IP1 4EU 07899 841039, Rob.Boyce@earm.co.uk</p>
Mini Rail	<p>Malcolm & Sean Margerison, 101 Forest Road, Colchester, CO4 3XH, 01206 513245 Malcolm.Margerison@earm.co.uk</p>
Magazine Editor	<p>David Reeve 224 Old Heath Road, Colchester, CO2 8AX, 01206 793923 svs@earm.co.uk</p>

STOUR VALLEY STEAM

EDITORIAL

Well – the mystery Editorial Team from *Stour Valley Steam* 150 has been unmasked as David Reeve and Darren Johnson. It would seem that our efforts have generally been well-received and we have been asked to “carry on”. As the ideal is to have only one individual ultimately responsible for the Magazine I have agreed to be that person, but I would be the first to acknowledge that without Darren’s computer skills nothing on the scale of what was achieved last time would have been possible. Many thanks are also due to all those who contributed articles, pictures and advice, as without your help we would both have found the task even more challenging.

You may find this magazine a bit of an anti-climax in some ways: there’s no colour, and it’s a bit thinner. The enhancements last time were affordable because *Stour Valley Steam* 150 was an Anniversary Issue and because it was recognised by all involved that members had waited a very long time for the next one and deserved something a bit special. As we were going to print last time, some big events were about to happen at the Museum: in particular, the August “Day out with Thomas” event was imminent, closely followed by the 25th Annual Beer Festival.

We intend to focus the Magazine on the Museum’s activities but there will always be room for interesting articles in a wider context. I intend to run a regular feature looking back over the Museum’s history under the heading “SVS through the years”. But remember it is YOUR magazine so please let us have some feedback, details of how to submit articles are on page 32.

It would also be good to have a lively letters page so please feel free to write or email about matters that you are concerned about, respecting always, please, the sensitivities of other readers!

David Reeve - Editor

STOUR VALLEY STEAM

is produced and published by
EAST ANGLIAN RAILWAY MUSEUM
Chappel & Wakes Colne Station, Colchester, Essex, CO6 2DS
Registered Charity No. 1001579

Editor: David Reeve
Printed by Brightside Print & Design Ltd.

Opinions expressed by this journal do not necessarily represent those of the Trustees nor of the Editor.

**AUTUMN /
WINTER
2011**

**Volume 41
Number 151**

CONTENTS

North Headshunt	2
Membership News	4
Day out with Thomas	5
South Sidings	8
HRA Passes	11
Branch Lines	12
Aldeburgh Branch	14
Letters to the Editor	19
The Potting Shed	21
Plumb Loco	22
Mini Rail Update	26
Paintings Donation	28
SVS Through the Years	29
An Appreciation	31
Last Call	32
Events Diary	33



Front Cover:
Finally Complete - the
Great Western Toad.

Jeff Kilpatrick

Relaying North Headshunt – Completion of a long over due project to improve one of our most intensively used pieces of track at the Museum

By Duncan Reed

Way back in 2004 David Smith's permanent way report highlighted that north headshunt needed to be ballasted as a matter of urgency, as sleeper life was being seriously affected by poor ballast condition. Since then, little had been done to a shortage of volunteer resources, although some jacking and packing, together with replacing the worst of the sleepers, had taken place. With just one or two people undertaking permanent way work for some years, their work had been concentrated on essential maintenance with insufficient time for bigger projects.

Michael Sanders planned a relaying project for winter 2009-2010, but due to time and other more pressing matters it was not practicable to proceed with the project at that time. It was intended that this be the first of three winter periods of concentrated work to get our main line into tip top condition which would have the advantage of then only requiring maintenance for some years ahead.

A detailed examination was carried out as part of the regular inspection of all our running lines, which revealed a number of areas

of concern.

The cutting slope had seen some slippage in the headshunt: whilst some remedial work had been carried out a few years ago, much more was required. The drainage was particularly poor, which contributed to the sleepers rotting much quicker than is usually the case. The buffer stops needed refurbishment, as the face timber and supporting sleepers were

rotten and could potentially have moved in a collision.

After checking, it was found that the cross level was not right in some areas of the headshunt either: all in all, the situation was not good for continued operations.

When you bear in mind how critical north headshunt is to our operations on open days, you can appreciate that it was felt that it was time for action!

All this contributed to a poor state of affairs, so in November last year a meeting was held in a public house in Suffolk be-

tween Michael Sanders and myself, when the situation was discussed at length – only interrupted by the need to devour a Millionaire's Candymania each!



The North Headshunt with the Track Removed. Duncan Reed

The upshot of the meeting was that we were concerned not just over the state of the track, but the comparatively short timescale to carry out the work, particularly as it needed to be done in the winter months when the days are shortest and the weather can be at its worst.

It was agreed that the relaying was essential, but to keep the task within the timescales plant and some assistance from contractors would be required – whereas we would like to have done it all with volunteers, with all the other tasks that need to be done on site it was felt that the work could not be carried out in the time available. A detailed work plan was drawn up and circulated.

After the Santa Steamings had finished and the necessary shunting, the first stage was the removal of the track in the north headshunt. Rails were sorted, the wooden sleepers that were fit for potential reuse were put to one side and the rest were disposed of. The buffer stops were removed for repair. Unfortunately, during the removal of the track there was some accidental damage to some of the signalling equipment, which was a concern as it gave yet another job to be sorted before we would be able to run for the 40th anniversary weekend at the beginning of March.

The old ballast was removed, and contractors carried out the work on the slippage of the slope. A membrane was laid to assist drainage, and the first load of new ballast was laid – but this was reused ballast purchased from elsewhere, and was found to be of poor qual-

ity – so for the rest of the project new ballast was purchased. This was laid and compacted, ready for the installation of the new track.



Work Under Way - Fresh Ballast and Fencing before the track is relaid. Rob Boyce

Time was moving on: by now it was early March, and the race against time was getting tighter. New fencing was installed alongside the Network Rail line, which looks very good and should last for many a year. On Monday 7th, it was arranged for a lorry mounted crane to install the buffer stops back by Spring Gardens Bridge, as part of some other work on site. I turned up just before 0800, but by lunchtime it became apparent that the lorry was not man enough for the job as all it was able to do was to dig into the ballast.

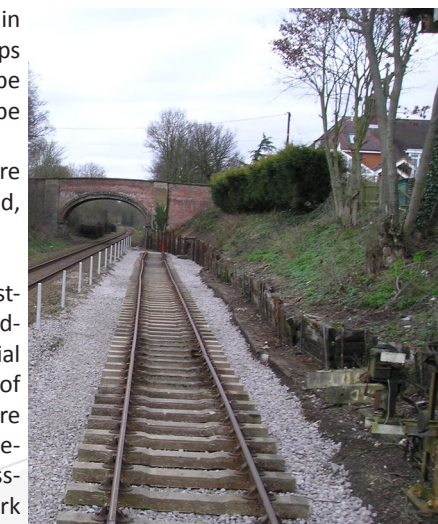
A hurried rethink of the plans was called for, with the decision being made to concentrate on getting the track laid and protecting the north end with flags and slipper brakes for the anniversary weekend, with the buffer stops being installed afterwards. So that afternoon a small group of volunteers started laying the concrete sleepers: yes, they are rather heavy when compared with the former wooden sleepers, but should last well at Chappel and will not rot like wooden sleepers have a tendency to do!

Aided by our own lorry mounted crane, we managed to get about a third of the sleepers laid before it got dark. Tuesday and Wednesday saw the rest of the sleepers put in place, and the start of the rails being positioned and fixed – each day we worked until it was dark, before going home to soak the aching backs in the bath (not all in the same bath, I hasten to add!).

Thursday was another hectic day: rails to be put in place, fishplates to be greased and put in position, clips to be fitted, replacement signalling equipment to be adjusted, track to be jacked and packed, ballast to be levelled – and so on.

It was getting to be a race against time, but we were not going to be beaten! Another late evening ensued, but we were getting there.

Friday morning we were still making the final adjustments. One of the point locks still needed further adjustment, but with time running out before the official anniversary trains we established a safe method of working to overcome this temporary problem. More ballast was shovelled, a 5mph temporary speed restriction board was put in place – and after a successful test run we were back in business! Finishing work remained to be done, but was completed by Easter.



North Headshunt Complete. Mark House

In closing, I would like to express my thanks to all who assisted in any way with the project. There are too many to mention individually, but you know who you were – thank you, one and all.

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:

Brian Alderman; Martin Doman; Den Frazer; Peter Grey; Ian Hersey; Doug Irons; David Mayhew; Brett Maynard-Smith; James Rankin; Matthew Stubbins and Matthew Wilson.

Donations

The trustees are very grateful to members who have made donations to the museum during the membership year 2011/ 12, either directly, or included with their membership renewal.

We look forward to your continued support.



Congratulations go to.....

Among a group whose age profile will inevitably result in more despatches than hatches or matches, it was a great pleasure to hear of the marriage of Ian Reed and Karen Nelson in late September. It all happened well away from any chance of having the tone of proceedings lowered by the words or deeds of colleagues at the Museum, and we do respect them for that – don't we? We wish them every happiness for the future.

Day Out With Thomas 2011

By Mark House

On 2nd March Ian Reed and myself attended the annual Day out with Thomas (DOWT) forum in London, to which all railways who hold DOWT events are invited by HIT Entertainment, licensees of the brand.

As well as getting an update of future plans from HIT, it gives the opportunity to network with other railways and learn about the challenges, successes – and occasional failures – they have with their events.

There are currently 28 railways who hold DOWT events, which have an average attendance of 6000 per railway – and which brings in some £170,000 annually for HIT in terms of commission on ticket sales. With our three events per year we attract well above the average attendance, and consequently pay well above the average commission! Whilst we are one of the smaller railways in terms of size, we are one of the bigger players in terms of revenue – which, of course, also helps to demonstrate that these events are financially important to the Museum.

In terms of brand support, what do we get from HIT? As part of the 2011 promotional activities, each child was given a Mega Blok, which is claimed to be the next big thing in children's toys. Mega Bloks are the name of a line of construction

set toys in North America, it is one of the Top Ten toy brands. They are sending out 15,000 pre-school nursery packs to spread the word about Thomas to encourage the next generation to revere the little blue engine.

HIT see the four key objectives of DOWT as being (a) to entertain people of all ages, (b) to introduce Thomas, (c) to promote the brand and (d) to have fun! Royal Mail issued a special Thomas stamp collection on June 14th this year, which should help spread the word even more. They are also considering introducing a bespoke range of merchandise that will only be sold at DOWT events: however, as this would be sold by their staff it could reduce our income from sales. And they are not forgetting the volunteers who make these events a success, with a special pin badge being produced for them.



Families enjoy the Live Enactment

We face some challenges for the future with our events.

Whilst we have benefited from an increase in operational volunteers recently, the reverse has happened with the equally essential stewards, ticket checkers, car parkers and caterers.

We desperately need more volunteers in these areas: can you assist, even if only for a few hours at a time? We also need a new story line at each event for the required re-enactments: ideas and sug-

gestions are most welcome and do not have to be detailed. Give us an idea and we will develop it!

Every year each railway has an inspection from HIT, and after it they produce what they term a RED - Railway Evaluation Document. Based on these, we won joint second place for our re-enactment in 2010. We also won joint second place for gaining the highest score amongst the railways for the over-all evaluation document.

But what about the events themselves? This year's events followed the same format as in previous years. The first event at Easter rather took us by surprise because instead of snow, rain, muddy car parks and Allan Robinson complaining about the mud, we had a heat wave. This did not stop Allan complaining, though! The problem was that everyone who might have come to see us went to the sea-side instead, and there were traffic reports all weekend of tail backs for Clacton and Walton as far as Colchester. Perhaps the locals from the coast come to see us instead to get away! Visitor numbers were down but those that did come enjoyed themselves.

As usual things did not always go according to plan. On the first morning the DMU did not want to start so the ever over-used 04 was attached to the front of the train for the day. We had also hired a Talisman doubledecker bus for a planned Park and Ride service in case

the car park was waterlogged or snowbound: instead, we used it to give rides in the local area. This went well until I had a brainwave to get the London Transport Routemaster out on

Day 3 to give rides in the local area on an old London bus, giving us another Atlas character "Bulgy the Double Decker".

Well, it got to Chappel with one of our museum members, Bob Sharp, who is also a Talisman driver, in the driving seat. Then we had a problem - the stop board light came on. This was not

good, and although Bob and I tried we could not clear the fault, so a replacement bus was called out. Talisman's ex- Colchester Borough Transport Leyland Olympian arrived with the owner's son Paul driving it. The Olympian was brought in to the yard for the first run of the day; this happened at the same time as the re-enactment. This went down well with all the children seeing Bulgy the Double Decker arrive with the Fat Controller asking him why he was late. While the Fat Controller was trying to get Bulgy to explain his late arrival, Paul was seen heading away before a bucket of Sodor (geddit?) water was aimed at him.

The owner of Talisman Coaches hopes that Paul will be able to bring their 1953 open top bus to a future event - this would surely be a great attraction to all. So Bob Sharp settled down running bus tours in the local area, which went down very well, with many trips going out fully laden. This had one major benefit in that I had to go for some bus rides which kept me out of the re-enactments well



Talisman's Leyland Olympian in Colchester Borough Transport Livery in the Chappel Car Park on Park and Ride Duties

most of them, as trying to hide on Bulgy did not always work!

One of the other changes we made this year was to engage a new Punch and Judy company, who also were doing circus skills. They went down very well and after two days we booked them for the August Thomas event. I would like to thank Tony and Pauline for agreeing to this. Everything went well with good feed-back from the visitors.

Then we all had a rest from Thomas until the August Bank Holiday.

Here we had all the normal frolics of the re-enactment, filling Thomas with buckets of water and trying not to get water over oneself or finding the bucket with a hole in. But the real fun is if you can find a mum to throw a bucket of water over the driver which we did manage to do. Alas, poor Mark Fogg-Elliott did get very wet, but he soon dried off on the loco!

Thomas will be back in December - we are one of only two railways which can run a special combined "Day Out with Thomas and Santa" event. This time we will only be running Thomas and his coaches and Daisy the DMU. Toby and Henrietta will be "resting" in the Goods Shed with Father Christmas on board. The Punch and Judy and Story Telling acts are also to be located in the Goods Shed so this looks as though it could provide a nice ending to 2011.

Finally, if you can help in any way at future events, please feel free to contact the Visitor Reception initially, or talk to Ian Reed, Mark House or Rob Boyce for further information.

Thank you all for making our events so successful.

Visitors wait for a ride on Daisy the Diesel Railcar during a Day out with Thomas event.



South Sidings Scheme – Designed to make better use of our siding space, and display our rolling stock exhibits to enhance the visitor experience.

By Nick Ridgway

A Brief History

After the Second World War, railways across the globe went into a steady decline. Post-war recovery meant a reduction in rail-going goods traffic as road transport gradually took over. In 1955 British Railways published its Modernisation Plan, seeking to spend over £1200 million to modernise equipment and rolling stock, with a projected return on investment of only 6% in terms of reduced operating costs seeming difficult to justify by today's standards.

By the 1960s, the Modernisation Plan was seen to be having less impact than desired, Operating deficits had increased and a more radical approach was needed. The Minister of Transport, Ernest Marples, appointed Dr. Richard Beeching to the post of Chairman of British Railways on secondment from his work at Imperial Chemical Industries. Beeching's remit was to make the railways balance their books.

After some study, Beeching produced another report entitled "The Reshaping of British Railways". This was a fifteen-point plan, part of which was the elimination of the common "pick-up goods train", a historically important way of collecting and delivering merchandise around the country the role of which had been overtaken by road. Many lines across East Anglia lost their goods services, including the station at Chappel & Wakes Colne.

Preservation

Along came a bunch of railway enthusiasts who set up a base at the above-mentioned station, gradually accumulating all manner of Things Railway with a view to operating the then-threatened Marks Tey to Sudbury railway, the remaining operational part of lines in the district. By the mid-1980s the threat had receded, and it became clear that a change in focus was needed. The re-branded East Anglian Railway Museum was born.

Much of the accumulated equipment was not going to be suitable for this new role, and Operation Sift began, aiming to highlight those pieces that were relevant and likely to be of interest to the new Customer, and to displace the remainder elsewhere.

Restored goods wagons of relevance began spewing out of the Restoration Shed to the point where currently more than half of them are restored. In addition, a few un-restored ones are at least presentable and demonstrable in some way. What was needed was a way of presenting them in a form that the Customer can appreciate.

Goods vehicles that are continuous-brakefitted can be used in demonstration trains, a few even having seating installed so as to be passenger-entertaining trains in themselves. Others seemed to be just placed out in South Sidings, coming in again for the occasional repaint.

South Sidings was for many years a No-Go

area for the Customer, with vehicles too close together and virtually inaccessible for viewing, surrounded by piles of discarded equipment - the final straw being perhaps the reduction of the steam locomotive "Gunby" to a set of parts there.

The South Sidings Scheme

Vehicles on their own are of interest, though not quite as interesting as having their original role demonstrated. Part of that role involves having facilities to place the wagons in context, and the South Siding Scheme intends to do just that. It goes something like this:

1. Reduce the number of sidings from four to three to create Customer circulating space south of the Goods Shed. Remove part of no.1 siding, most of no.2 siding, and connect the remaining tracks together to make one siding with a high-profile future.
2. Re-create the "country station coal drop", with a bunker alongside the siding, a small office building for the merchant's staff, positioning of weighing machines, coal sacks, maybe a mannequin or two and a visiting 1950s-style flatbed lorry on suitable occasions. Display boards. Suitable rail vehicles include

the unfitted 16T mineral and the Pooley Van. Loco coal is to be stored here, retrievable by Museum plant for loco use prior to operations commencing. Add highlevel heritage yard lighting on poles for good measure.

3. Extend existing fencing southwards so as to increase the Customer circulating space between no.1 siding and the main demonstration line. Erect a substantial post and hang a suitably-resized stock level crossing gate so as to enable rail movements into and out of this area while providing suitable protection for Customers drifting southwards towards demonstration trains.

4. Remove South Box and its frame elsewhere for restoration and presentation as a hands-on exhibit; the replacement facility to be a stock 5-lever (minimum) frame controlling access to the sidings from the main demonstration line, and the crossover between it and the line heading southwards from Platform 2.

5. Move the siding trap points south and connect them to the replacement 5-lever frame, creating more space for restored rail vehicles.

6. Create a plinth to re-erect the crane recovered from Clacton Goods Yard, to demon-

*Brian Sermons,
Nick Ridgway,
Graham Adley
and Duncan Reed
(Crane operator)
work on the
South
Sidings in Sep-
tember
2011.
Photo by Rob
Boyce*



strate its function in road/rail transshipment.

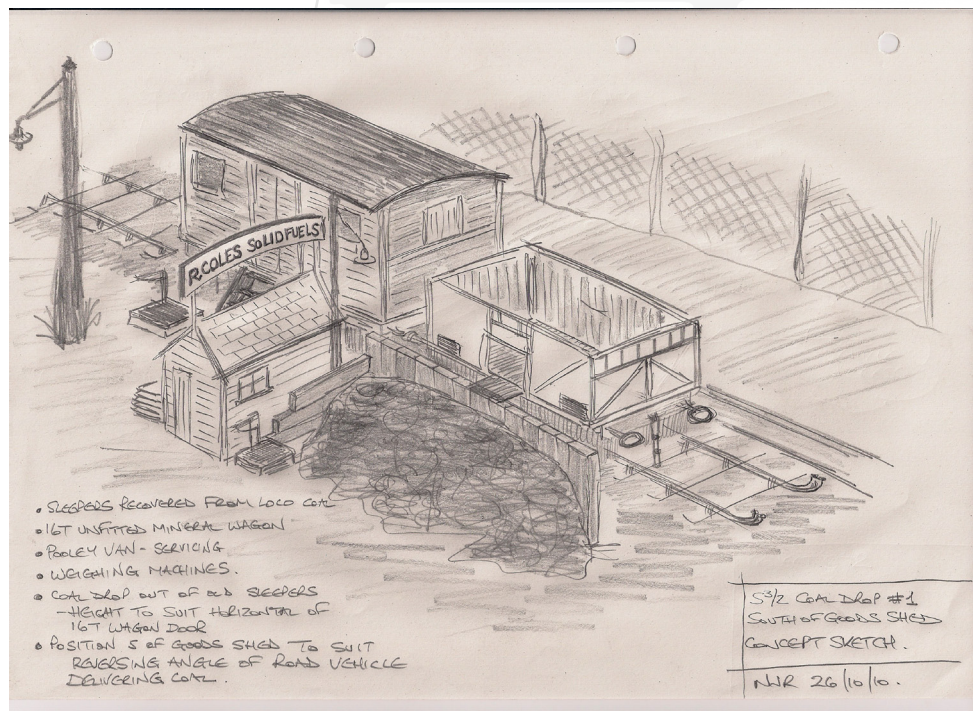
7. Reverse the gradient and lower no.4 siding to fall to the north, to abut a new end-load facility for use with the LOWMAC well wagon, once restored.

8. Construct a cattle pen abutting the stub siding south of the Goods Shed, serviceable from 1950s-style road vehicles.

9. Construct a second coal-drop abutting Goods Shed North near the RCH Traffic Office, serviceable from the fitted 16T mineral wagon, which is then lowered onto the remaining goods vehicles in the Goods Shed to form a demonstration train when the need arises. Loco coal to be stored as above. Fencing alterations.

10. Extend the Picnic Siding to form a carriage berthing place with powered servicing facilities for the various loco-hauled and DMU vehicles on site. Extend fencing through this area for Customer protection.

Item 1 has begun, and the revised siding was returned to Traffic on Sunday 25th September 2011 after the expenditure of 50 volunteer-hours. The rest is a tall order. It is, however, approved Development Policy, so resources will need to be found and allocated to it. And while there may be items where contractors will be needed to speed-up the work, there is still ample opportunity for volunteer effort to help create it all. This way, please.



Heritage Railway Association Inter Rail Passes

By Mike Stanbury

Are you a regular volunteer at Chappel? Do you like visiting other railways and steam centres? If so, then the HRA Inter Rail Pass is just for you. It is accepted by the majority of HRA members, and EARM has just signed up to the scheme.

There are two types of passes, the first of which can be purchased by the participating railway for regular volunteers, directors and paid staff and provide free or reduced rate travel (with exceptions such as Gala Days, Thomas Days etc) on other participating railways for leisure purposes. The pass entitles the holder and one named associate, and the cost is £25, running from 1st March annually.

The second type of pass is the individual pass, at a cost of £60 annually, valid for one named person only, and issued to Friends of the Heritage Railway Association, the annual subscription for which is £21.60. Again, this pass runs from 1st March annually and both types of pass can only be ordered through the EARM Inter Rail Pass Liaison Officer, who is Museum Secretary Mike Stanbury.

The list of railways and steam centres on which the both types of passes can be used is extensive, and an up to date list will be found on the Members' Section of the EARM web-site in February, when orders for the passes can be accepted

Mike can be contacted on mike.stanbury@earm.co.uk if you would like more information.

Branch Lines - Reports from the EARM Branches

Contact Details for the Museum Branches:

Colchester

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

Branch meets at the Friends Meeting House, 6 Church Street, Off Head Street, Colchester, CO1 1NP

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

COLCHESTER

The meeting held in October 2011 began with the AGM where a respectable number present heard the review of recent activities. The chairman summarised the events since the last AGM that had included presentations on Eastern Europe, East Anglia and The London Record. Thanks were expressed to the secretary, David Reeve, for his hard work in continuing to pull together an effective programme of events. Also thanked were Roy Anderson for his work as treasurer along with Jean Richards and Chris Johnson for their refreshments catering. The secretary added thanks to Bob Sharpe of Colne Estuary Preserved Buses for allowing members to join some of the summer trips. Finally, a memorable meeting-related activity concerned the late Bob Hammond where some of his effects have been passed to the Group for disposal. The Essex Record Office has agreed to have his extensive collection of Stour Valley Steam whilst most of his local photographs will pass to the East Anglian Railway Museum. His books, videos and CDs are to be offered for sale with some of the funds offered to the Great Eastern Society, thus sharing his items around to reflect all of Bob's major railway interests. The secretary advised the AGM that the web site which had hosted the Group's web page had closed down and that he is the process of seeking out a suitable alternative. The AGM concluded with the election of officers.

After the AGM at 8:00pm there was a presentation by Frank King. He had scanned in a number of his early photographs. The shots began with S15 841 Greene King from 1976 at various locations including at Manningtree and Ipswich and with 37081 alongside. Several shots followed of the Romney, Hythe and Dymchurch and included 2-8-2 Typhoon on shed that had been built by Paxman of Col-

chester Shots now switched to Chappel and Wakes Colne in the early 1970s. Track scenes were shown looking north and south and Frank included several anecdotes about the then developments. The goods shed at that time was shown without any doors; there was no BR connection and no track in platform two (but a few weeds). Other shots included Gunby, the Pooley van giving public rides and Bagnall "Jubilee". Many visitors were shown swarming across the foot crossing in a crowded Sunday afternoon scene. Arrivals shots included the N7 69621 after it had sat in Colchester yard for a week and S15 841 in September 1972, followed by BR 4MT 80151 being unloaded. More shots followed of the S15 on the branch and on the main line as the East Anglian. The evening was concluded by two early shots of Tollesbury and Tollesbury terminus.

NORTH LONDON

For our August meeting a small group of members enjoyed a pleasant summer evening operating the trains on our Chairman's 0 gauge garden model railway.

In September, our scheduled speaker Peter Watson – who has been a regular for many years, had family commitments - which meant he was not available to speak. Therefore our Executive Secretary, Kenneth Crane, stepped in, and showed two videos from the Malcolm Alderman Collection (a former Branch member). The first video, featured the final years of London Trolleybuses in North London. Kenneth prefaced this showing, by mentioning that 2011, is the Centenary of Trolleybuses operating in the UK – which started in Bradford in 1911 (closed in 1972); and the 80th Anniversary of the opening of the London Trolleybus System in 1931, (closed in 1962). The video covered the late 1950s and early 1960s – interspersed with clips from the 1930s and

1940s. Some of the most interesting parts for the membership, included excerpts of Barnet, Enfield, and Waltham Cross areas, together with scenes taken at Edmonton Trolleybus Garage in Tramway Avenue, Edmonton.

The second video, featured steam traction around the London area in the 1950s & 1960s. We started in West London viewing activities at both I.K. Brunel's, Paddington Station, and at Old Oak Common Shed. Later, we moved along to South-West London, to see activities at Waterloo and Clapham Junction Stations, and at both Stewart's Lane Shed, and the former Nine Elms Shed. The West London Line - connecting Kensington Olympia to Clapham Junction was profiled. A well used freight, but underused passenger line – only four peak hour trains on weekdays, and not even in the published timetable apparently! How, things have changed over the past 50 years. Helped by the installation of both overhead wire, and third rail electrification, over the past nearly 20 years. The refurbished West London Line has become a key cross London route for both London Overground, and North/South national rail services.

In October we celebrated the Branch's (as well as the Museum's) 40th anniversary with a talk on the history of London's Underground railways given by the well-known railway journalist, Christian Wolmar. Every seat in the meeting room was taken that evening! Christian gave us a fascinating insight into the development of the London Underground from its earliest days, with some very interesting illustrations. His talk generated a lot of questions and discussion at the end which he happily dealt with. Christian also had some of his books and DVDs on the subject on sale that evening. As well as the usual refreshments Peter Moore provided a birthday cake to mark the special occasion. We were also pleased to welcome Peter Martin in our audience that evening. All in all a very successful celebration of our 40 years as a Branch!

SOUTH WEST ESSEX

And so we come to September. Well, some of us did, but your scribe was chasing giraffes around the Masai Mara, and so missed a return visit to Upminster by Bob Poole who explained the mysteries of Southern Electric. Bob is an expert on the more obscure aspects of British railway history and we are grateful for his analysis of those sparky things south of the Thames.

In October our speaker was Tony Berkley from the Rail Freight Group and he passed on a very positive message about the future of goods trains. Despite these current hard times, rail freight traffic is expected to increase steadily over the next twenty + years, focusing particularly (although by no means exclusively) on container traffic from the ports. Tony also outlined the various infrastructure improvements that are being developed to deal with this – locally that includes the new curve at Ipswich, doubling of the line south east of Ely and the construction of a major new port at Thames Haven.

So lots of shiny new trains for South West Essex gricers. John Rayment finished off the evening's entertainment with his own good stuff, as Tony had to catch the Night Riviera Sleeper to Par.

That's the way to travel!

Many members will remember Des Harra-dine, a stalwart of SWEB in Hornchurch for many years until his death in 1999. As reported elsewhere in SVS, his family have kindly donated a significant number of his paintings to the East Anglian Railway Museum. This generous gesture is much appreciated.

The Aldeburgh Branch

– Part 1 of a special article about the Aldeburgh Branch Line, a new book about this line will be available soon - more details in the next Stour Valley Steam

Richard Garrett, owner of the Leiston agricultural machinery factory and a director of the East Suffolk Railway, persuaded his fellow directors to provide a branch for his works, which had been established in 1778. Garretts built stationary and portable engines, traction engines, road rollers and threshing machinery. The total cost of the Saxmundham to Leiston line was expected to be £22,032 2s 8d, for a line 3 miles 74 chains long. From the Junction, about half a mile north of Saxmundham Station, the line diverges on a sharp curve and a rising gradient of 1 in 58, to run almost due east to Leiston. As the station had only one platform, the crossing loop could only be used by two goods trains, or one passenger and one goods train. With no major earthworks required, construction was fairly straightforward and passenger trains started running to Leiston on 1st June 1859, the same date as the rest of the East Suffolk line. The initial service was five trains each way on weekdays, with two on Sundays – serving the then population of Leiston of 1850.

The station building was a typical East Suffolk Railway building but in red brick, with accommodation for the station master over the booking hall, booking office and ladies waiting room, with a canopy over the platform. To access the platform from the station, it was necessary to go down a slope, which suggests that the original platform was about a foot lower. At the Down end level crossing gates protected the Theberton Road. A short distance further on access to the gasworks was via facing points, controlled by a ground

frame. There were three sidings, cattle pens and a coal road on the Down side and two sidings on the Up side, the latter connecting the Richard Garrett Engineering Works, Town Works via a tramway and the adjoining Station Works. Garrett's works received coal and metal, and finished products were despatched by rail.

The residents of Aldeburgh did not want to miss out on having a railway, and a meeting was held in London on 22nd March 1859 to discuss the scheme. Sir Samuel Morton Peto considered that the resultant expansion of Aldeburgh would make the line profitable and agreed to lease the Aldeburgh line for 21 years and thus carry the cost himself. The Act authorising the line received Royal Assent speedily on 19th April 1859. Aldeburgh station was opened on 12th April 1860, being the most expensive item on the new line, and was situated about ½ mile inland from the town. The main station buildings were of white brick in the typical East Suffolk Railway style but with an overall roof for the one platform. No intermediate stations were provided on the 4½ mile extension. At that time the population of Aldeburgh (Aldbrough until 1st June 1875) was 1627, but it was starting to develop as an upper class resort. Newson Garrett of the engineering family provided the money for a 35 acre housing scheme at Aldeburgh in 1860, designed by Peter Bruff, Engineer of the Eastern Union Railway. Mr. Bruff had planned new docks for Aldeburgh in 1851 but Parliament refused to authorise the scheme because local people objected to

the plans: the Aldeburgh Pier and Railway Act was subsequently passed in 1864 authorising a scheme, but was never built.

By 1868 passenger services had been reduced to four trains each way on weekdays, with no services on the Sabbath. A factory excursion train ran from Ipswich to Sizewell Cattle Siding in 1878. By 1883 the weekday service had been restored to five trains, still with no Sunday service. The short single platform at Aldeburgh was extended to 420 feet in 1884. At Aldeburgh, parallel to the single line on the up side were two parallel sidings, the outer one serving a large goods shed. From this

siding at the north end a short spur served cattle pens. On the down side, located at the north end of the platform was a 21 lever Stevens frame. Behind the signal box a siding served



An undated view of Leiston Station by David Lawrence, courtesy of Photos of the Fifties

a loading dock situated at the back of the platform and a small engine shed at the north end. This shed was only able to accommodate a single J15 0-6-0 or F3 2-4-2 locomotive.

The GER Way & Works Committee meeting on 1st January 1895 reported that 300 yards of fencing had been damaged and ballast washed away by flooding. The Official Guide to the GER, published in 1900, said six or seven wagons loaded with fish left Aldeburgh every day. Workers commuted from Aldeburgh to Leiston six days a week to reach Garrett's.

Fishing was greatly boosted by the arrival of the railway, with as much as 70 tons of sprats and other fish being dispatched by rail each day in the late nineteenth century, but the growth of shingle banks had reduced this to virtually nothing by 1914. Both the Great Eastern Railway and the successor LNER promoted Aldeburgh with cheap fares and special excursion trains, and from 1906 to 1939 (except during the First World War) one or two coaches ran through daily to Liverpool Street in the summer. During the inter-war years, occasional visits were also made by the Eastern Belle touring train, a train of Pullman cars which ran from Liverpool Street to selected

resorts giving a cheap luxury service for those who could not afford a longer holiday. Claud Hamilton 4-4-0's were used, which gave a journey time of just 2¼ hours from London.

On 29th July 1914 the growth of a garden village and country club at Thorpeness led to the opening of a halt there: provision was rather basic, with three old railway carriages adapted for the station 'buildings': these remained until closure.

In both world wars Leiston handled airfield traffic: one of the most unusual workings involved the use of both Garrett's tramway and the GER to remove the remains of the German airship L48 that was shot down at nearby Theberton on 16th June 1917.



J15 no 65447 on an Ipswich - Aldeburgh Regatta special climbs 1 in 58 bank away from Saxmundham on 08/49, photo by Dr Ian C Allen/transporttreasury.co.uk

Station Works at Leiston was opened in 1914. The tramway crossed Station Road and ran down between the houses for twelve chains to cross Main Street to enter the works by a cable worked incline. Incoming wagons were drawn out of the yard by horses and released individually to reach the works by gravity. A steam winding engine with a 48 inch diameter winding drum completed the operation. Outgoing wagons were also released individually, horses completing the haulage into the station. The winding engine had a whistle which warned road users when trains used the level crossing at the factory. Chain haulage was abandoned in 1929 after an accident when two wagons were let loose against instructions and ran away, jumping off the rails and hitting a house. As a replacement, Sirapite – a 1906 Aveling & Porter built part locomotive and part traction engine – was bought by Richard Garrett & Sons. It had previously been used by Gypsum Mines Ltd at Mountfield in Sussex, and it worked until 1962 when it was relegated to spare by the arrival of a battery electric locomotive. In May 1966 Sirapite was sold for preservation to Mr. W. H. McAlpine, and in 1994 passed to an unnamed buyer.

In 1949 a high officer of the Railway Executive visited Aldeburgh for a golfing holiday. The 2-4-2 branch engine broke down and the relief loco which arrived an hour later set the golf course alight, so he had a 2-6-2 tank loco sent from Bangor for use during the summers of 1949 and 1950. This engine was nearly new, probably being the first new engine on the line for over sixty years.

Diesel multiple units were introduced to the line from 9th June 1956 and at this time the loco shed at Aldeburgh closed. The branch had a service of about eight trains each way on weekdays throughout the year, with a Sun-

day service in the summer months. In most cases connections were made with the East Suffolk line services at Saxmundham, but there were a few through services to and from Ipswich. The trains were allowed 24 minutes for the 8¼ miles between Saxmundham and Aldeburgh, with two intermediate stops. On 30th November 1959 Aldeburgh lost its goods facilities, and in 1960 only the impending construction of the first Sizewell power station won the line a five year reprieve. Various economies were tried, including the closure of Thorpeness booking office from 18th July 1962. To give an idea of the traffic on offer, in 1965 just over 16,000 tickets were collected at Aldeburgh – an average of around 44 per day. A July 1965 traffic census saw the most popular train to Aldeburgh carrying 29 people when it left Saxmundham, 23 having got on the train prior to Saxmundham – this being a through train from Ipswich. The summer 1965 timetable had nine trains each way, with two through trains from Ipswich and one in the opposite direction.

In winter the last train from Aldeburgh at 2038 was withdrawn so that the station could be closed an hour earlier. August 1965 saw the demolition of the overall roof at Aldeburgh. On 12th September 1966, despite economies through the use of conductor guards and reduced services, the whole branch closed to passengers: the section beyond Sizewell Siding was closed completely. 1966 saw the start of nuclear waste traffic from Sizewell. Also abandoned was the system linking the branch to the works of Richard Garrett Ltd in Leiston: the tramway was lifted around 1968.

To Be Continued.

Part 2 of this article will be included in Stour Valley Steam 152, Spring 2012



DMU at Aldeburgh from the Goods Yard, looking south in the Mid 1960s. Brian Pask



Letters to the Editor

Dear Editor,

In the early years the Society organised an excursion to York. It involved the use of a two-car DMU and I believe we travelled outward via Lincoln, but came back via Grantham, rushing down Stoke bank at top speed, 70mph! I believe I had to travel to Ipswich to board the special, but a brief "halt" was made at Bury St Edmunds on the return to let me and my friend off.

I would like to know the date and as many other details of this trip that can be recalled by other participants - origin, timings, vehicle numbers, route etc. If the "organiser" is still a member he may be able to provide an article on the mysteries of organising a "special" in the late sixties / early seventies.

Gerald Brown

- Can any fill in the details on this? Let us know and we'll include it in the next SVS

Dear Editor,
Congratulations on a superb 150th anniversary issue of Stour Valley Steam in the smaller A5 format.

In my view, it was almost certainly the best issue ever: a good selection of articles, a full colour cover and a very professional 'feel' to it - a far cry from the old 'Roneo' stencil issues of the early days.

Definitely worth the wait, but can we have the next issue a little sooner please?

Carl Lombardelli
Romford
- *Thanks for the kind words, your wish is granted with the appearance of SVS 151 so soon after the previous issue!*

Dear Editor,
Firstly, many congratulations on the Spring/Summer 2011 Edition. Certainly a very good read, and I much prefer the A5 format. Well done to all concerned.

Secondly, I would like to record my thanks to Mike Stanbury for what he achieved with that Trade Union banner that my Scouting colleague recovered from a skip in Romford. Understandably, the Heritage Centre was closed when I attended the Beer Festival, but I should be visiting in October and look

forward to seeing the artefact on that occasion.

Thirdly, I suspect Peter Martin may have been instrumental in getting the 306 Unit moved to Chappel. If so, many personal thanks. I spent over 10 years commuting on these lovely old trains, and it is good to see 017 being cared for again.

Well done all.

Geoff Hutton

Hornchurch

- *Again thank you for the kind words regarding Stour Valley Steam 150 - its comments like this, and those given to the editor and typesetter in person which has encouraged us to take on the role for future issues.*

If you would like your letter printed here, please contact the editor using the details below

By Email - svs@earm.co.uk

By Post -

Letters 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 approx. 300 words.

Request for Second Hand Books, from Phil Ainsley

Members are invited to contribute towards the drive to improve the quality of the secondhand books and DVDs we have for sale. There is room for improvement in what we sell at present, opportunities will be given to sell top grade items in the VRC and lower grade items on Platform 2.

EARM invites donations (Railway Books, DVD) by Museum Members, and the public to be accepted by the Visitor Reception Centre. Items will generally be sold at £5 maximum, and depositors should be made aware of that limitation, for example if they have some potentially valuable books. All donations should be of good quality, however it would be helpful if you could email me via philip.ainsley@earm.co.uk before making any large quantity donations.

From the Potting Shed – Brian has just reminded me that it is two years since I last wrote an article for Stour Valley Steam. So here goes.

By Corinne Sermons

The biggest project I have taken on is the new bed in the orchard. This was filled with a load of, well for the sake of the faint hearted, beautiful topsoil. In reality it was a load of It took nearly a month of painstakingly slow digging to remove all the weeds, including roots, lumps of concrete and other tut.

The idea behind the planting was to make a Sensory Garden (smelly to you and me). Roses, Dianthus and scented Geraniums were the main plants then I went into herbs, tomatoes and French Marigolds. I had to rely on labels and my memory of plants as I have completely lost my sense of smell!

This garden along the road and up to the steps has looked and smelled good all Summer. The problem was the empty bed in front of the Thomas Shop. Now where could I get a load of plants needing a new home? Marks Tey station.

Due to the new station buildings being constructed at Marks Tey we decided to move the plants from the garden at the front of the station to the somewhat empty space at the Museum. The removal of the garden was carried out with the permission of the staff and the area manager. The plants have done very well in their new home and at a later date will move back to somewhere at Marks Tey station.

These plants are all perennials and are very

Bee friendly. This seems to be the new catch phrase in the gardening world. (Buzz-word seems the appropriate word –Ed) After all the years of planting double headed Petunias and Busy Lizzies we have just discovered that the Bees having a hard time finding food. The "Bee Friendly" theme was reinforced at the Chelsea Flower Show this year. I had a special treat, a chance to visit the show in the week before it opened to the public.

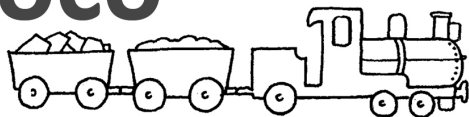
While on holiday in Egypt I met a very nice lady, Marney Hall, who was designing the "Skyshades" garden for the show. When she realised my involvement in gardening she invited me to visit and help with her "build". Most of this help included supplying bread pudding, cleaning up pots and chatting to various people on the site. It was an incredible experience. The following week I turned up with Marie as a member of the public. I still find it hard to believe that what was bare earth three weeks before was now beautiful show gardens.

But now back to the present.....

All the Geraniums have been shoehorned into my greenhouse, most of the winter planting is done and all we need is some steady rain then I can start some serious pruning and weeding. Well I'll pass this to the computer fiend, my skills end at playing patience!

See you all in the Spring.

Pete Martin's Plumb Loco



Ploc Locumb - As the dust and carnage induced by the last prestigious publications meld into the background, we plunge head-long into another. With trousers left drying in the wind after a challenging time with a plastic seat with no drain holes, and the guffaws of mirth and hilarity echoing down the isles, the exploits of the few are once again extolled to the sounds of scraping and moaning noises from above. Ah, no it's just Graham Adley suffering from his latest bout of RSI.

The resounding boom of distant exploding fireworks outside my bedroom window as I write this, heralds the approach of another Guy Fawkes night - or is it the imploding doom of the Euro - Zone? We ponder on this continued celebration of what amounts to be a failed terrorist activity, and how long it will survive before the politically correct try to get it banned. (Guy Fawkes, not the Euro Zone - well nuff said). So instead of sending all your hard earned (and shrinking) amounts of dosh up in smoke, why not send it to us. (Gift Aided of course.) There are lots more worthy projects coming up - as we will see later.

There have been many visitors around recently who have remarked on the quantity of work we are doing - and what we have achieved. It must be said, that sometimes we don't see what we have done and are inward looking. Its only when visitors say it, that we have to step back to gain an overview, and stone me it hits home when you stop and take stock.

Previous musings related to the N7 going off on a short trundle at the Chinnor & Princes Risborough, and the possibility of Thomas going to Holland for an event. Well it all happened. Some of it was a bit 'Last Minute.com', and this left us with Jubilee to hold the fort, and sadly it took offence as it protested during an over zealous application during the October Driver Experience course, and it quite literally blew a gasket in the regulator department. With mutterings from various quarters, it was duly fixed, but unfortunately the next day's course was postponed pending the repairs.

This highlights another situation that Jubilee has weaknesses within its design and if we are into maximising the earning potentials of the remainder of our fleet - whilst they are still able, then we really need something else to fill the gaps. And so with that in mind, No11, the ancient Barclay has been reprogrammed into the equation with the continuation of the 10 year boiler overhaul, which has been held in abeyance until now with the passing of NDT tests on a repair to the copper inner firebox.

In the meantime, Thomas der stoomtrein went to the Netherlands, where it was accompanied by Nick Proud - who ended up firing it for the whole event. This was held at the Zuid - Limburgse Stoomtrein Maatschappij (ZSLM), a prestigious 29km heritage line in the South of the country, and was well patronised, the loco being well received. Nick said that in the 10 years they had been holding Thomas events, it was the best presented

Thomas they had seen, and was the best maintained. Well, feather in the hat, boys of Chappel - we've gone international! Now back home again, we are preparing it for our own Thomas Santa combo at Christmas, and has received the equivalent of a colonic irrigation with a boiler washout. (Thomas not Nick).

And so we turn our attentions to the exploits of our N7, which has travelled to the Chinnor and Princes Risborough. Well liked once again by the Chinnor Brigade, although it has an

emerging coal and water consumption problem, which was manifesting itself at Chappel. Strangely this loco doesn't seem to perform like we remember, and is trying to tell us its not well. However it returns to Chappel in November for light maintenance and will be held dormant pending a potential hiring early in January, after which it returns and gets demolished for its annual boiler ticket examination. Planned in are the replacement of some of the lower smoke tubes, and remedial attention to the top mudlid door apertures in the boiler.

However, as it is a steam engine, they are the bits we know about, and like all steam engines, there is always the 'oops factor' where you find something else. So don't count your chickens. If we get it back without finding anything else major going awry, then consider it a bonus.

The last time we used it at Chappel, we tried

to get the 306 coupled up on the basis that it would be nice to see if the Westinghouse pump performed to get the brakes and doors working. Sadly despite the better efforts, there seemed to be a deficiency in the air department where the compressor was unable to attain the requisite pressures and doesn't



Thomas on Tour - Number 54 at the ZSLM in the Netherlands (Nick Proud)

do what it used to. It was a pity really, especially as it was known that the N7s were perfectly capable of operating air braked stock and were known to have rescued both the Shenfield units and others in times of distress. That would have been something different to offer

the visitors, but with little time available, it was abandoned. Perhaps we'll have another look when it gets back.

Diesel Do.

The 04 soldiers on against all odds. As it is in more or less continual use, we really need another one. The beauty of it is that it's simplistic operation lends itself to our operations. Having anything else like the ubiquitous 08 would be an expense we couldn't support. 2 traction motors, a main generator and all the associated electrical gubbins are all something that could go wrong in an instant with major consequences on the financial front. The BR 08 locomotive's design heritage goes back a long way, and they were never replaced with anything else, with many still in service on the railway today. However you need specialists to repair them, and it's those that are getting few and far between, whilst the rarity value of a good one escalates beyond the average

pocket. Mind you the same can be said for another 04. I believe that there is one up for sale at the moment with a 38k asking price. Mind you it is a nice one.

So what we really need is another 04 or 03 – or something of that ilk that is a bit more up to date. Any offers?

No 23 Alias Toby has seen the successful fitting of an electric starter and charging circuit. This has eliminated the need for the messy and ancient Bryce hydraulic system, which has been retained for emergency use. The fitting of this hydraulic system harks back to the days when the loco was used in the Coryton oil refinery at Shellhaven near Tilbury, and was born out of a necessity where the environment really lent itself to spark-proof equipment. They didn't really want another Buncefield.

Its operation relied on hydraulically pressurising a piston against a nitrogen filled cylinder. Manually pumping the system to 4,500 psi via a reservoir containing hydraulic oil and hand pump mounted in the cab, the operator walked to the front of the loco and prayed. Surmounting the under-bonnet area in the approved manner, the pressure release valve handle was grasped and carefully lifted in 3 defined stages, the 3rd and last movement being to fire a mechanism that turned the crankshaft. If all your prayers weren't answered, all you got was a resounding clunk as the starter dog missed the crank engagement and you had to start all over again. It was good when it worked on a warm day, but could be recalcitrant on a cold day and to ensure the engine started if it worked, a sniff of Easy Start was duly applied. Obviously, the Refinery had similar problems, the hole for the Easy Start application being more than highly defined with arrows and impromptu instructions painted on the manifold, and the wing nuts that held the cover on were highly polished.

Some years ago the Nitrogen cylinder lost all its nitrogen due to a defective seal. Being rather pre Google, playing telephone tennis and looking through pre – Google books as the only option in those days, I found a supplier in Ockendon. On ringing them, the guy the other end of the phone enquired if we had the 6 shot or single shot system. I said that if you implied that the 6 shot system meant you had 6 goes at it before repressurising, then we only had the single shot one. His only comments were "Oh you poor B**ers!" The seals were £1.50 each, so I bought 2. The only problem was recharging the nitrogen bit of the cylinder to something in excess of 4,500psi so that it acted as a spring to fire the piston. However the indomitable Alex Walford had a contact at a well known engine company in Colchester, and the thing mysteriously disappeared and came back recharged. Nothing really daunted Alex in those days, but he did say that on this occasion it was 'Rather interesting!' I didn't enquire further.

Carrij 'n'waggin.

And so we rotate to the nether regions of the workshops and a strange scraping noise emanating from the wagon shop, where Rob, Ian, Graham and a few others have been chommering away at various things. Oh you thought we had anew wagon workshops did you? I wish...

With not much else going on with engines, as they are elsewhere, we are focussing on the wagon front. The Pooley van has seen massive input from Rob and Ian and has come round to final roof repairs and painting. This wagon which has been part of the Chappel scene for many years is nearing completion. Kevin has taken the lead with the body sides and produced something we can all be proud of. How the heck he does it I don't know. He just looks at something rotten and falling apart and just gets on and reproduces it. To the point now that this rare beast will take its place in the emerging fleet of display vehicles. As a Mu-



The Recently Repainted Mk1 Coach (Phil Cox)

seum, isn't that what we are all about?

The scraping noise referred to earlier is from Graham Adley attempting to remove that which is considerably stuck down. The 2 layers of roof material on the Special Cattle Van have got to come off to gain access to some of the timbers underneath which have rotted. The only problem is that the 1st layer has been stuck down – probably when it was built at Stratford in 1953. This explains why the late lamented Reg Robinson just put his 2nd layer of new material over the top many years ago - because he couldn't get the 1st layer off either!

The Boston coach has finally come indoors after many years. Can't remember all the details of it – I'll leave you to look in our stock book for the history of it – suffice to say it's a rare piece being 1 of only 2 GE bogie passenger vehicles known to be in existence. I think the other one is at the North Norfolk.

Built in 1921 by the Birmingham Carriage and Wagon Co, it perambulated around the GE in company with many of its type and ended its days at Boston having been converted to an engineering department 'Ballast & Messing Brake' for use on permanent way trains. Coming to Chappel many years ago, it was

never in very good condition, and many have said what are we going to do with it.

Well now its inside, we can evaluate it further with a view to conserving it and a few ideas have been shared around with a view to restoring it as it is. Kevin has already been sniffing round it. (Ooer!)

Consideration has to be given to the fact that to restore it as it was would

be cost prohibitive at present – and where would we put it afterwards? There are no internal structures or fittings as it was

professionally converted by the railway in the 1950s to an open vehicle, and everything was stripped out. With the exception of 4 doors left operational, the remainder were stripped of fittings and sealed shut and a hand brake mechanism and stove installed..

Not cutting across the eventual aim of a total resto job, its current condition and open concept lends itself to use as an educational facility with the ability to do what you want internally whilst retaining the external vintage appearance. So there is an inkling of an idea for a grant? So how about it – all donations gratefully received – Gift Aided? Of course.

Sorry, ran out of room and energy! See you at Chappel then.

Oh well if not, may I take this opportunity to thank you for your support – I will endeavour to wear it when I can, and wish you all a very Merry Christmas!

Miniature Railway Update – Remember what was said last time about the Miniature Railway? No? Good, its all change with the plans anyway.

By Keith Chadwick

Those of you who read the article by Tom Stageman in the last issue of the Journal will be aware that there were plans afoot to make a ride on the MiniRail a more interesting and enjoyable experience for our customers.. Since then, amended proposals for another Museum project adjacent to the line, if not causing these ideas to be totally abandoned, have certainly called for a rethink to ensure that we make the best use of the space available to us.

The regular team under the leadership of Malcolm have already consumed countless cups of coffee whilst reviewing the situation. Be assured we are all committed (who said you should be?!) to rising to the challenge of steering the Museum's miniature railway into a bright brave secure future.

In the meantime, we have in fact completed Phase One of the track extension and have run revenue earning trains as far as the South Box. We await delivery of the new point being built for us by Team Wednesday (thanks chaps!) and the outcome of the aforementioned re-think before continuing with Phase Two.

This was intended to be the provision of a two-platform station and run-round facilities at the South End which would not only allow us to operate with the locomotive always at the "right" end of the train but would also give us the exciting option of multi-train operation.

If uncertainty exists about the final track lay-

out we can say that another situation is improving, of that I am positive! The locomotive position formerly known as the "almost lack of locomotive situation" has definitely taken a turn for the better recently. Throughout the season our 0-4-0 battery powered locomotive has continued to give sterling service. It is now, however, showing the need for a little TLC (as we all do now and then – I could do with a hug myself sometimes!). Luckily our rejuvenated petrol-driven loco is back on site shortly (possibly by the time this is in print) and hopefully this will allow the battery loco a well-deserved period of rest and recuperation.

Work on the steam locomotive "Charlie" continues apace and at the time of writing the boiler had passed its visual inspection. We now look forward to both hydraulic and steam testing which if successful will allow Dave Mordecai to continue his efforts in bringing this much missed locomotive back into service.

Perhaps saving the best news to last as many of you may already be aware we at last have a second serviceable locomotive on site thanks to the benevolence of its owner, Keith Brandom. Battery driven, (and oh my –what batteries!) it is a model of the Bo – Bo electric locomotives once used on the Metropolitan Railway. Two of these locos remain in preservation, the most well-known being "Sarah Siddons" which can still be seen working on special occasions (for details speak to Brendan Sothcott).

The model has a one-piece glass-fibre body that lifts off to reveal a sturdily –constructed chassis and those two batteries. Each axle on both bogies is individually driven by its own motor making this a powerful beast that could not only pull the proverbial skin off a rice pudding but could also probably haul a container full of the stuff, still in the tins! The electronic control is a delight to use, and the locomotive will pull away smoothly, accelerating to a top speed far beyond the needs of our little line. Regenerative braking has made stopping as smooth and sure as starting off. We plan to build a dedicated driving truck for this loco with positive-action handbrake, and provision for operating train brakes; probably essential given the pulling power of this altogether impressive machine.

I was lucky enough to accompany Keith when he collected the locomotive from the manufacturer, which is a story in itself. The look on his face when he first saw it is something I will remember for a long time! Once again, thank you Keith for allowing us use of your pride and joy.

So there we are, if you feel like joining in the fun, come along and see us on site. You do not need to commit yourself exclusively to MiniRail. I mean, I myself am multi-talented as you all know and it is not a bad little gang to belong to. We promise not to bite (although watch out for a full moon) and I am sure that Malcolm will find you a job or two around the place!



Keith Brandom's Sarah Siddons Locomotive, in its new home on the Miniature Railway at the Museum (Keith Chadwick).

The Des Harradine Picture Gallery

By Mike Stanbury

Through the kindness of Allen Townsend and his family, and the co-operation of South West Essex Branch Chairman Geoff Hutton, the Museum has just taken delivery by donation of over 30 paintings and sketches by railway artist Des Harradine, who died in 1999 at the age of 72.

Des was a well known local artist from Hornchurch, Essex, who exhibited his work in London and various provincial galleries, and had customers throughout the world. He worked in watercolours, oils and pastels and specialised in landscapes, portraits and heritage subjects.

He developed a passion for steam trains, was a member of the Guild of Railway Artists, and often took commissions to paint specific trains and railway stations. Over the years until his death he had built up a collection of his own train paintings that although he would exhibit, he would not sell, and it was his wish that they should come to the Museum.

The London and North Eastern Railway (LNER) trains, together with local Essex stations feature in a lot of his paintings. There are also two finely detailed large framed pictures

of Liverpool Street Station, one in watercolours, and one in oils. He also painted London Scottish Midland (LMS) trains, the Fenchurch Street to Southend line and iconic locomotives such as The Rocket, The Lion, Royal Scot and Silver Jubilee.

The paintings left to us help to give a marvellous interpretation of our policy of a history of the railways of the Eastern Counties, and the Curatorial Staff are already planning new exhibits in the Heritage Centre featuring some of these beautiful paintings, examples of which show his skill in line drawing exemplified with the painting of an L1 2-6-4T, and a watercolour of the Upminster branch platform at Romford.



Stour Valley Steam Through the Years

– Our regular look back at articles from previous editions of SVS

10 Years Ago

Stour Valley Steam Number 124 - Winter 2001

LETTERS TO THE EDITORS

from Ron Quantock

Having tended the gardens at Chappel for the past seven years, old age has finally caught up with me, and reluctantly I feel that I must call it a day. I hope that my efforts over the years have, in some small way, improved the look of the gardens, or at least helped to keep them in check. In the future, I am pleased that Corinne Sermons has agreed to take over from me, and she has my sincere thanks. Also expressing willingness to help out are Iris and Harry, who live in Chappel and were found for us by the BBC Essex Help Line.

Our thanks to all concerned.

20 Years Ago

Stour Valley Steam Number 93 - Winter 1991

The John Huntley Film Show

On the evening of Saturday 14th September, around 100 people gathered in the gloaming to witness John Huntley's film show entitled "Steam on the Great Eastern". In fact the presentation was rather more wide ranging than that, with footage of early electrics at Liverpool Street, John. Betjeman at Hunstanton as well as 'Claus' pounding up Brentwood Bank and 'Britannias' racing down.

The evening was most enjoyable, although the sale of tickets to Society members was unfortunately low (only 25 tickets sold a fortnight before the event). A considerable sum of money was invested in a newspaper advert. This publicity seemed to have the desired effect.

Pending a post mortem by the organisers it remains something of a mystery while it was necessary to expend so much effort for so little financial reward. Nevertheless it was fun and we will do it again-both John Huntley and the Goods Shed are too good to miss.

30 Years Ago

Stour Valley Steam Number 53 - Winter 1981

NOTICE BOARD

Some hard work by the dedicated few in September this year at the old Kings Cross goods depot resulted in the transfer to Chappel of four hundred very good condition chaired sleepers, four buffer stops and 24 tons of rail.

Unfortunately, as is often the case, notice of the project was short. and on-site time available very very limited. Discussion at an Exec meeting centred on resolving the problem of mustering working parties at short notice and of a sufficient number of bodies to significantly reduce the hernia factor. It was proposed to set up a list of phone numbers of 'possibles' for a volunteer's flying squad. That is people who may be able to assist if not otherwise engaged, or willing to be called out at infrequent intervals and not on a regular basis. One thing is certain, the thanks of the majority are due to the handful that laboured at Kings Cross.

*

Jack Bridgman advises us that work on re-commissioning Class 04 DM number 2279 (alias 'Pink Panther'), has at last been made possible by the acquisition of a new chain case casting ex-L. GARDNER & SONS Ltd, and a timing chain from SEDIS COMPANY Ltd. The chain case was offered by L. GARDNER & SONS Ltd, at cost, which offer was very gratefully accepted, and it was collected from their Manchester Works on 6th October 1981. The new timing chain was generously supplied free of charge by SEDIS COMPANY Ltd, of Northampton, to whom we extend our most sincere thanks.

*

There still appears to be misconception that Stour Valley Steam is the conveyor of news. Its publication dates are pure figments of the Editor's imagination and frequently occur many moons after everything has been typed for a particular issue. Your up-to-the-minute-red-hot-stuff comes giftwrapped in the enormously attractive broadsheet published by Jon Nutbeem and headed 'Stour Valley Pilot'. Jon will be pleased to receive small contributions that even HoDs ought to be able to scribble, news and views and coming events.

Comment from the Editor: (the 2011 one!) - this last one still rings true, sort of, a members newsletter is still published (by Rob Boyce, not Jon Nutbeem) on a regular basis - you can be added to the distributon list by emailing newsletter@earm.co.uk. Unfortunately it is not possible to recieve hard copies of the newsletter due to cost and time constraints.

Preservation: An Appreciation

— Steam, We Thought it would never end

By John D Mann

I, like many others of my generation, thought "it would never end": there would always be steam. Then quite suddenly it was over. For one thirteen year old his world changed forever, and for many years railways held little interest.

During the mid-sixties, a few intrepid souls attempted to save a few locomotives (and railways): we owe them a great debt. Our preserved lines and museums continue to prosper – the fascination of steam transcends the generations.

The harsh reality of preservation is often overlooked. I recall one August morning in 1966 I was visiting March MPD. Inside was a Departmental Class B1 but more importantly B12 61572 and J15 65462. These forlorn looking rusting hulks had been saved from oblivion (just) and awaited delivery to Sheringham. For those involved with little or no experience, this sight must have lowered the spirits of even the hardest preservationist.

The Great Eastern, possibly due to steam's early demise, sadly lost out with many lasses disappearing without a trace. One man, however, namely Dr. R. F. Youell, had and realised his dream of owning a steam locomotive. Luckily for us all N7 69621 returned to the Essex countryside during 1973, a stones throw from Colchester where N7s were an everyday sight at dear old '30E'.

Turning now to the Museum, I recall another event in 1966, approaching Chappel observing an overgrown abandoned yard, rusting track covered with weeds.

The early membership of the then SVRPS



Preservation gem. Class 153s 153322 + 153309 leave Chappel & Wakes Colne forming the 11.01 Marks Tey to Sudbury service on March 12th 2011. The units are passing the pick up goods, a familiar sight (at least in Suffolk) until the early 1980s

had decided to rent the site from BR. The rest of the story is of course well known. These early pioneers have made it possible for us to enjoy working examples of East Anglian motive power in 'authentic' surroundings. We must raise a glass (or two) to those past and present who have made (and continue) to make it all possible.

The East Anglian Railway Museum – forty years of preservation. We salute you



Another of the GE icons: N7/4 No. 69621 soon after delivery at Chappel, September 12th 1973

Last Call - Stour Valley Steam 151 - Terminates All Change Please.

Well done to all those who have got this far, sorry it wasn't quite as colourful as Issue 150, but hopefully you've enjoyed it nonetheless.

We seem to have got the publication schedule back on track now (*pun was intended this time...*) therefore the deadline for copy for Stour Valley Steam Issue 152 – Spring 2012 (*doesn't time fly and so forth*) will be 1st March 2012.

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

And before we go, one last item from the 1981 Stour Valley Steam Notice board which we found amusing:

Tenants of the Sleeping Car at Chappel are reminded that smoking within the vehicle is absolutely forbidden due to the fire risk.

Events Diary

January

Tuesday 10th North London Branch: Presentation TBA
Wednesday 25th South West Essex Branch: Harz Mountains by John Rayment

February

Friday 3rd Colchester Branch: A North London Odyssey by Jim Connor
Tuesday 7th North London Branch: A New Zealand Railway Evening by Peter Greatrex
Friday 24th 3rd Winter Beer Festival
Saturday 25th 3rd Winter Beer Festival
Wednesday 29th South West Essex Branch: Rhatische Bahn by Ken Follett

March

Tuesday 6th North London Branch: Malcolm Alderman Transport Video Collection by Kenneth Crane
Saturday 24th AGM (AM) and Members Day - Including Lunch & Train Operation
Sunday 25th Spring Steam Day
Wednesday 28th South West Essex Branch: Winter Steam in China by David Eatwell

April

Tuesday 3rd North London Branch: Preserved Railway Across America by John Rayment
Friday 6th Day Out With Thomas
Saturday 7th Day Out With Thomas
Sunday 8th Day Out With Thomas
Monday 9th Day Out With Thomas
Friday 20th Colchester Branch: Presentation TBA
Wednesday 25th South West Essex Branch: Members Film Show

May

Sunday 6th Vintage Transport Day & Driver for a Fiver
Monday 7th Vintage Transport Day & Driver for a Fiver
Wednesday 30th South West Essex Branch: Cine Film Show by Dave Baker

June

Saturday 2nd Railway Experience Course
Sunday 3rd 50s Event with Chappel and Wakes Colne Villages inc Village Fete
Friday 7th Chappel Cider Festival (Provisional Date)
Saturday 8th Chappel Cider Festival (Provisional Date)
Wednesday 27th South West Essex Branch: Hornby Railways by Simon Kohler

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: The Vintage Train stands at the south end of the Museum yard on Saturday 29th October 2011. *Andy Neal* (www.flickr.com/people/elettra1143/)



9770307482008

£1.25 (where sold)