

STOUR VALLEY

S T E A M



SUMMER 2012, ISSUE 153

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM

Now With
48 Pages



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>Ian Reed (Finance)</p> <p>Mike Stanbury (Licensing and Secretary)</p>
Members' Council	<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	Peter Martin - Details Under Trustees
Chair, Loco, & H&S	Brendan Sothcott - Details Under Standing Sub-Committee
Carriage & Wagon	Mark Cornell - Details Under Trustees
Signals	Ian Reed - Details Under Trustees
Estates	Allan Robinson - Details Under Standing Sub-Committee
Workshop	Linda Robinson - Details as per Allan Robinson
Membership Secretary	Nick Ridgway - 01245 382626
P Way Advisor	Chris Hoser - 07833 510271
P Way Foreman	Brian McGennity, 01245 460131, Brian.McGennity@earm.co.uk
Telegraphs	Jaki Collison, Jaki.Collison@earm.co.uk
Curator & Displays	Mark House,
Marketing & Publicity	40 Broadway, Silver End CM8 3RA, 07808 772174, Mark.House@earm.co.uk
Site Security	Nigel Hull,
Traffic Manager	126 Coval Lane Chelmsford CM1 1TG 07850 243459, Nigel.Hull@earm.co.uk
Mini Rail	Rob Boyce,
	279 Bramford Lane, Ipswich IP1 4EU 07899 841039, Rob.Boyce@earm.co.uk
	Malcolm & Sean Margerison,
	101 Forest Road, Colchester, CO4 3XH, 01206 513245
	Malcolm.Margerison@earm.co.uk
Magazine Editor	<p>David Reeve</p> <p>224 Old Heath Road, Colchester, CO2 8AX, 01206 793923</p> <p>svs@earm.co.uk</p>

STOUR VALLEY STEAM

EDITORIAL

By the time you read this another Summer season will be well under way. Some new ventures have recently been trialled at the Museum, including a film show, and a play by the Eastern Angles Theatre Company. Catering arrangements have also changed and we welcome Clare and Denise who have started a new venture as our full-time on site caterers. It is hoped that they will be able to relieve hard-pressed volunteers on Event Days and give us more opportunity to develop our growing function hire business.

Thomas was a relative disappointment this Easter in terms of visitor numbers, but was successful in that the franchise-holder was sufficiently impressed for a three year contract to have been offered and accepted. Attendances were probably mainly affected by the gloom cast by the state of the economy, but in addition the threatened petrol tanker drivers' strike cast a shadow that was only lifted in Easter Week itself. However our Vintage Transport Weekend, another innovation this year, was very well supported.

A number of new vehicles have arrived on site as reported elsewhere in this issue, and the N7 has now departed again, first to the Colne Valley and subsequently on long-term hire to the Churnet Valley Railway.

You will find inside a new "Volunteer Code of Conduct" which all members are urged to read and to follow, and also a note on Operating Instructions. Both of these documents are basically common-sense but are also a reminder that Health & Safety is the responsibility of all of us.

Finally, the Trustees have decided that there should be some changes made to the frequency of Stour Valley Steam, more details can be found within this issue.

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



Front Cover:
Re-roofing progress at
Chappel on 18th March
2012

Mike Stanbury

SUMMER
2012

Volume 42
Number 153

CONTENTS

TSO Refurbishment	2
2012 EARM AGM	5
Rail Experience Days	6
End of Steam on GE	8
Signal Display	11
Express News	12
Thorpe Signal Panel	14
Recent Arrivals	16
Click 'n Bash	18
Witham to Maldon	19
N7 Update	20
Plumb Loco	24
Membership Matters	26
Powerhaul	27
Team Wed Update	28
Marketing Update	29
Olympic Connections	31
Branch Lines	33
Seasonal Greetings	37
Vintage Transport	38
SVS Through The Years	41
Events Diary	45

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

TSO Carriage Refurbishment –Team

Wednesday were asked to take on the task of a complete overhaul of the inside of our TSO, with the main tasks being re-upholstering the seats, new linoleum floor, rewire and redecoration.

By David Rose

We made a decision to attempt one half at a time, so with great gusto a team started by carefully removing all of the seats cushions, sides and backs, tables and frames. All were carefully marked, as being “old duffers”, we wouldn’t remember where everything went when the time came to put it all back. This allowed us to see, in basically an empty compartment, the extent of work required on all the other bits and pieces.

There were three major activities for TW, decorating, wiring and repair.

Decorating

The old lino was taken up and the hundreds of old tacks removed. All the “rubbish” accumulated over the years was scraped out from around all the steam pipes, leaving everything nice and tidy. The ceiling needed most of its strips replacing and then a repaint with white gloss. All the seat frames have been undercoated and glossed. All the aluminium side panels were repainted in silver.

All the kick boards were removed and painted black and all the heater grilles and ashtrays were cleaned and sprayed silver. The floor needed filler in many places ready for the linoleum refitting.

However the main task was the massive amount of varnishing to be done, all the panels and window frames had to be rubbed down, then two coats of varnish applied inside the compartment. Most of the seat ends and tables have been done off site, as homework, by some of the team, same treatment, two coats of varnish.



The TSO stripped out of fittings.

Wiring

We thought the decorating caused us enough of a problem, but the wiring was another kettle of fish, with much head scratching on how to do it.

Our brief was to replace the existing 24 Volt system which had damaged wires, with a 110 Volt version, at the same time leaving the carriage in its original condition i.e. no wires showing. To make our task even more taxing the “powers to be” thought it would be a good idea to provide some 110 Volt heating and again this was not to be visible.

Let’s look at the lights first. In order to equalise the load current demands it was decided to have three circuits - left hand side table lights; right hand side table lights and all centre/corridor lights. This meant that wiring had to be run to supply a total of 40 light bulbs.

Our main concern was how to get all the required wires back to one of the unused toilet cubicles without any of the wires being visible. More head scratching - seem to be doing a lot of that.

Anyway, after looking at several options, it soon became clear our safest route was using the roof space above the large centre lights. Wiring to the side table lights required the removal of all luggage racks and veneered panels, old wires were cut out, new cables laid in, then a total re-assembly. All systems go now and we ended up satisfying the brief, with all lights fed from our 110 volt transformer in the “loo”. Three old style Bakelite switches were added in the corridor to allow each lighting circuit to be switched on/off easily.

The heaters are basically a Greenhouse tubular device, which will be unseen underneath the seats. One of our team suggested we made sure, for maintenance, that each heater could, if necessary, be easily removed. Special clips were fine for those attached to end panels, but those under the double seats needed more thought. We made our own brackets and used clips to attach (very con-

veniently) to the existing steam pipes. Each compartment has 2KW of heat available, controlled by a hidden room thermostat. Job done!!

Repair/Fabrication

During the redecorating phase we came across bits and pieces that were either broken or missing. Several new wooden beading strips were made and alterations to woodwork to accommodate new wiring were capably carried out by our “chippies”.

New air vents were made to replace the old originals, which basically, had perished. The main activity was addressing doors within the carriage. The outside hinged door would not move so TW needed some help in the shape of “Uncle Peter”, who, with some careful TLC, got it to open (I’ll let you guess his approach!!).

Sliding doors have become a bit of TW know how. Having tackled the SK and BCK doors, the team knew exactly what to do and made it look quite easy. A new runner assembly was made for the internal sliding door as it fell off its track when closed.

Lastly one main outside door had a large gap and would not shut properly, no problem for our door experts.



Anorak Facts

For those interested in facts, the project took 4 months, with approx. 600 man hours, 15L of varnish, 2.5L of white gloss, 1L of black gloss, 4 cans of silver spray paint, 250M electrical cable, 45 bulbs, and 84 sq. metres of linoleum.

Heater Wiring and New Lino



Above - the refurbished interior
Below - the new external livery



2012 EARM AGM Report - The Museum AGM was held in the Goods Shed on 24th March, with some 30 members present welcomed by Chairman Peter Martin, who was elected to chair the meeting.

By Mike Stanbury

Vice-President Ian Reed summarised the Museum's 40th year, one of great activity with the highlight being the opening of the B D J Walsh Railway Heritage Interpretation Centre on 11th March last year by Director of the National Railway Museum Steve Davies, with many other VIPs present.

Much planning for future developments had taken place, with a successful meeting held at the Museum with councillors from both parishes in which the Museum is sited, who, in general were pleased to hear what was proposed. Ian also outlined the proposals for a new storage shed equipped with photo voltaic tiles which would enable much equipment currently in the open to be stored under cover, and relieve storage in the Restoration Shed. An outline of benefits gained from subsidised Government employment schemes was given, and an update on the N7 locomotive and its future. Hire of Museum facilities was proving very profitable, but there was a decrease in income from Days Out With Thomas and the Beer Festivals.

The Trading Company accounts had shown a loss, which with all the activities had been expected, as had the loss in the Museum accounts. Colchester Community Voluntary Services had inspected the accounts and were voted to continue.

Linda Robinson was voted in as Membership Secretary and thanks passed to Dennis Manchee for his many years service in the post. A decision had been made to rename the Standing Sub Committee the Members'

Council, and Brendan Sothcott, Nick Proud and Allan Robinson were re-elected.

Ian Reed then gave an outline of future plans for the Museum, and commented on the restoration work undertaken with over 50% of our goods rolling stock now restored and/or repainted, and Curator Jaki Collison gave a brief outline of conservation and display with particular reference to the Heritage Centre. Ian Reed continued this theme to look to the longer-term future and the challenges ahead with plans for the new workshop and conversion of the Restoration Shed to the main Museum display area.

Mark House outlined the future marketing strategy, with events being costed and dropped if they did not generate a profit, and Miniature Railway developments were outlined together with projects for other parts of the site. Peter Martin gave a more detailed outline of progress and future plans for the N7, and praised the quality of the work of the volunteers, although concerned about the continuing age gap. He then went on to mention the intended restoration of the Boston coach as a Permanent Way Messing vehicle, a project unique in carriage restoration.

Members are reminded that AGM Accounts and Full Minutes are no longer posted out, but can be found in the Member's Area of the Website. For more details on how to access this, please contact Rob Boyce whose details can be found inside the front cover of Stour Valley Steam.

Railway Experience Courses

An Experience for Everyone

By Keith Chadwick

On a day of gentle April showers (actually, it lashed it down all day until about 16.00) the latest group of excited, enthusiastic yet slightly apprehensive individuals gathered together to put themselves through the gruelling endurance test that is a Railway Experience Day. Whether the day was any less gruelling for the railway staff on duty I couldn't possibly say though from the signalman's point of view I can only say that I came through relatively unscathed!

Having been met by the course leader and given an introductory safety lecture, these brave people were forced into overalls and frog marched out to the locomotive of the day where they were introduced to the clean, quiet, air-conditioned atmosphere of steam traction. They were given the chance to become very closely acquainted to the 'doings' of 54 and invited to help complete the oiling round. After a coffee break (are we getting too soft with these people?) the real fun began with each participant finally getting their hands on the regulator, driving the loco up and down the yard in order to convert recently imparted verbal instruction into practical experience.

54 being no Tardis, obviously not everyone could be on the footplate at once and those waiting or having had their turn had time to be shown some of the delights that dwell within the Restoration Shed or even delve into the mysterious world of the guard or signalman. If all this was not excitement enough, when all had completed their turns,

the group were then invited to explore the treasures laid before them by the caterers (they had lunch!).

Before the staff could retire for repast however, 54 was brought round to Platform 3 and coupled to the coaches that stood waiting so that the train was ready for the afternoon adventures.

The normal procedure for the afternoon session is to split the group into pairs; one pair go on the locomotive, one pair travels with the guard and gets the chance to wave a green flag and the final pair (six being the usual maximum for one of these courses) has to put up with the signalman and gets to pull some heavy levers and throw the train staff at the loco crew.

On this occasion, there were only five participants but even the average railway man can still work out a system whereby everyone gets to have a go at everything.... eventually! So, the first part of the afternoon consisted of six single runs (yes-six) along the main line with everyone rotating between duties and when this round was completed, a break was taken for afternoon tea (yes, we are getting too soft with these people!).

The afternoon and therefore the day's activities, culminated in five double runs along the main allowing everyone to fully use the knowledge they had accumulated throughout the day. Everyone is invited to stay and

help dispose the locomotive at the end of the day but very few do and to be fair it is not a great surprise as they have all had a fairly long and tiring day and many have family with them who by the end of the course are more than ready to go home. However, it is not the last we see of some of them, a few have made use of the membership that is included in the cost of the course and have returned to become more fully involved in the museum's activities, so we may conclude that they enjoyed their gruelling day after all!

Railx, an experience for everyone? Well yes indeed; this particular course was graced by the presence of two ladies who got stuck

in to all the tasks given to them with relish whatever it happened to be and seemed to enjoy themselves as much as any of their male counterparts. But that is not the only reason you know? I'm sure that staff taking part gain a great sense of satisfaction at the end of the day from a job well done especially as the majority of those who have spent a considerable sum of money to attend the course are most fulsome with their praise and thanks.

So come on, if you haven't so far rostered yourself so far for a course, try it, I'm sure you'll end up enjoying the experience!



The Railway Experience Course Participants, back row - (We're sorry if the names are in the wrong order, however we were only sent the picture and names, but not detail of who was who - Ed) Stephen Hendry, Christopher Hendry, Imogen Wallis, Helen Suckling and Max Lambert, with their crew for the day, Michael Sanders and Tim Rice on 29th April 2012.

For more details of the Railway Experience Course days, please visit the Museum Website, or have a chat with the staff in the Museum Reception.

End of Steam on the Great Eastern - 50 Years Ago

Text by David Reeve. Photos by G.D.King

The last day of steam came on the former Great Eastern lines at the end of the summer timetable on 9th September 1962, when B1 No. 61156 brought the relief Hook Continental boat train into Liverpool Street. It was the last scheduled steam-hauled service into that station. The only exception to the ending of steam throughout the region was the Fenland outpost of March, where it survived for another year as an interchange point with London Midland Region services. The occasional steam engine slipped through for a year or so after that but essentially it was all over.

East Anglia represented the first large area of the country to be cleared of steam traction by BR, all but six years before the final rituals were played out in the North-West of England. In reality, it represented the culmination of a process which had been going on for some years.

Stratford shed had at one time been the biggest shed in the country and (including outstations) had over 400 locomotives allocated there in 1947. There was also a major Locomotive Works sited there. Both sites had bad working conditions and consequently poor labour relations; decades of under-investment did not help.

The first inroads into this situation were made when

electric trains started running between Liverpool Street and Shenfield in 1949. This scheme had been approved as far back as 1935 but the war had severely delayed its progress. Traffic figures jumped – the “sparks effect” – and soon the 1500v DC wires were extended to Southend and Chelmsford. This process led to progressive withdrawal or transfer away of the elderly GE tank engines which had run many of these services and also such locomotives as the B12s, Sandringhams, and K3s. There were some bad smogs in post-war London and the subsequent passing of the Clean Air Act in 1956 was no doubt also a stimulus to this process of eliminating steam.

While these developments were taking place around the capital, further out in East Anglia other influences were at work. Tentative ex-

J15 No. 65476 comes up the old line from Loughton Jct. to join the Central Line at Leyton with the Chingford to Ongar stage of the L.C.G.B's Great Eastern Suburban Railtour No.2, on 28-4-62



periments with diesel railcars had led to the setting up of a Lightweight Trains Committee and some pilot schemes were introduced. These were mostly in rural parts of the country and generally showed that following the introduction of diesel multiple units operating costs were reduced and traffic rose. This was good news indeed for managers in Norfolk, Suffolk and Cambridgeshire in particular, where a large number of long straggling branches made little or no money.

The next point is that in early post-war days the Great Eastern section was blessed with some exceptionally talented managers, of whom Gerard Fiennes and Richard Hardy are probably the best known. They managed to obtain the first batch of Britannia Pacifics being built as part of the Standard locomotive programme. These engines gave a big increase in acceleration, being two power classes ahead of the B1s and B17s, which were the existing express locomotives. Utilisation was also improved by endeavouring to keep locomotives and stock to fixed routes such as Liverpool St - Ipswich/Norwich, enabling them to work to more intensive diagrams. This gave a further incentive for use of frequent diesel railcar service on the connecting lines, as through coaches became largely a thing of the past.

Finally, the Great Eastern area was an early recipient of main line diesels. The first Brush Type 2s (later Class 31) appeared in late 1957 and the English Electric Type 4 (Class 40) soon after in March 1958. [I am not entirely sure of the reasons for this but surmise it was a combination of the progressive management referred to above and also because those first



N7 No. 69621 approaches Lea Bridge with the first stage (Liverpool St-Temple Mills-Palace Gates) of the L.C.G.B's Great Eastern Suburban Railtour No. 2 on 28-4-62.

diesels were to be built on a Pilot Scheme]. They were intended to be evaluated on a trial basis for 3 years before more orders were replaced and it may be that as the GE is a fairly self-contained system faults could be more easily rectified with less publicity than on some other parts of the network. As is well-known, the deteriorating financial position came to be associated (rightly or wrongly) with the desire to dispense with steam, and suddenly mainline diesels were being ordered in great numbers. Since they were already in evidence on the GE it made sense to expand the numbers as the training and maintenance facilities were already being established. By 1960 the Great Eastern lines had half the mainline diesels delivered to date. Perhaps a major turning point was reached in August of that year when the new Stratford Diesel Depot was opened, giving vastly improved facilities.

November 1960 saw a major extension of suburban electrification, this time at 25kv AC to Chingford, Enfield and Hertford, together with conversion of the existing DC lines to AC. There were big inroads into Stratford's allocation of N7 and L1 tanks as a result of this. Stratford's steam allocation had already dwindled

to 197 in 1959 and was destined to fall still further. During 1961 the remaining Britanniads were transferred away and the English Electric Type 3s arrived. These took over many of the remaining steam loco-hauled passenger duties, and by mid-1961 there were very few regular timetabled steam passenger diagrams left.

In 1962 there was progressive closure of depots to steam in the former Great Eastern section. Norwich closed in March that year, when the last J17 left, and Cambridge followed soon after. By the summer most of the surviving steam locomotives were based at Stratford – approximately 60. A handful of B1s acted as standby locomotives for diesel failures and summer reliefs. The remaining N7s and L1s found some employment on the Palace Gates – North Woolwich service and a few J15s, J17s and other ex- GE classes could be seen round and about Stratford. Here they were employed on shunting, trip freights, and other mundane work. These were mainly withdrawn after 9th September although some of the B1s and other more modern locomotives were transferred elsewhere, mostly to March.

To summarise, and to quote Richard Hardy, the Great Eastern Line experienced a “human revolution”, over a period of maybe five years in the late 1950s and early 1960s. For those who wanted to, boilermakers were retrained as electricians and mechanics, whilst long-serving steam crew became electric motormen and diesel drivers. It must be remembered that this was a time of full employment and BR would have struggled to recruit skilled tradesmen in the open market. All this activity was largely unsung, and steam had

faded from the scene here, virtually before Dr Beeching was in post.

From the point of view of the enthusiast, the changeover was very low-key compared for example to the last days of steam on the Southern and London Midland Regions. What were the reasons for this? When the mass steam withdrawals were taking place on the GE Line, the Bluebell and the Middleton Railways were the only standard-gauge preserved lines in operation and even they had not been going very long. Also the imminence of steam’s total demise across the network had not been fully appreciated. Therefore classes like the Clauds and Sandringhams were allowed to slip away. The lack of any equivalent of Barry scrapyard in Eastern England means that ex-LNER engines are under-represented in preservation compared to the other former Grouped Companies. We consequently owe a huge debt of gratitude to such characters as Bill Harvey and Fred Youell for their tenacity and foresight in ensuring that examples of J15, B12 and the N7 classes were preserved for posterity.

I would like to offer my thanks to everyone who has supplied information for this article.



Representing the New Order.....Paxman/BTH Type 1 (later Class 15) No D8236 comes off the Beckton Branch at Custom House during the RCTS East London No 3 Railtour on 06/10/62.

Signal Displays - Some more additions to the Permanent Way display to the rear of the Heritage Centre

By Keith Chadwick

Those of you who regularly attend the Museum cannot have failed to spot the recent addition to the developing display behind the Heritage Centre in the shape of a gantry supporting a pair of four aspect colour light signals and a three light shunting signal.

Still needing a final paint job at the time of writing, it is intended that the two main signals will work, following each other round in sequence automatically whilst having the ability to be manually over-ridden by controls positioned for visitor participation. For this we need to rely on the wizardry of our Telegraph guru; over to you Brian!

Although the display was largely designed and put together by myself and Chris Hoser, the gantry itself and the concrete base supporting it are the work of Jon Kendall and we are grateful for his help and advice which has moved this project much closer to its conclusion. Next on the agenda are a post and a separate bracket on which to fix some of the semaphore arms which at present are lying at the foot of the fence. Watch this space!



EARM Express News - Small amounts of Museum news, delivered to you in bitesize chunks.

Have anything to add? Email your news to svs@earm.co.uk

RECENT DONATIONS (MIKE STANBURY)

The Trustees are pleased to acknowledge recent substantial donations of EARM (Trading) shares to the Museum from Les Russell, Les Buist and Chris Wright.

CHANGES TO PRODUCTION SCHEDULE FOR STOUR VALLEY STEAM (THE EDITOR)

Following discussions at Trustee level, it has been agreed that in order to allow more flexibility with the production of Stour Valley Steam, the magazine will now be produced twice rather than three times per year.

This also recognises the reality that production costs continue to rise while the membership fees have not been increased. However an allowance has been made to increase the number of pages, which would enable us to devote more space for in-depth articles and protect the quality of content within each issue.

It is expected that the Winter/Spring issue will be timed to give adequate notice of our Annual General Meeting (a helpful cost saving on postage) and ideally will contain details of the next year's events. Details of deadline for copy can be found on page 44.

OPERATING NEWS (ROB BOYCE)

As many of you are aware, there is a requirement for all members of our operating staff to be examined and assessed in order to undertake operating duties. Thanks to the usual excellent co-operation from those involved, the majority of people are now all up to date in this, but there are still a few who have yet to complete this. Following due discussion, the Trustees have confirmed that there will be a cut off date of 30th September 2012: after this date, competency will be lost if you are not fully up to date. E-mails and/or letters have been sent to all those who we believe are involved: in the event that you have not been contacted and think that you might be affected, please contact Rob Boyce as soon as possible, either by e-mail to rob.boyce@earm.co.uk or by telephone on 07899 841039.

The competencies last for three years, with the need for re-examination and re-assessment at the end of this period prior to the expiration of the competency concerned. With there being a large number of people who will be affected by this in 2013, the necessary work will be starting in the latter part of 2012 to ensure that we are all up to date.

With the recent increase in operating incidents at preserved railways, Her Majesty's Railway Inspectorate is keeping a closer eye on our sector, and are likely to be checking on us as well as all other railways in the very near future. We have a good safety record, and want to be able to keep that and prove to them that we operate fully in line with the agreed best practices.

PUTTING JEFFREY TO RIGHTS (MIKE STANBURY)

Jeffrey, proudly looking after the front of the Station, has always been a bit of a mystery, with very little known about its past history, apart from its works number and year of manufacture. It was also known that it last worked in 1962 at the Gwynedd Iron Foundry at Ironbridge in Shropshire.

Jeffrey needed a new descriptive plaque, so in a mission to get the facts right doing a bit of searching on the web revealed Wikipedia had what appeared to be a very comprehensive list of Peckett locomotives, including Jeffrey which was described as an R type. It also said that Jeffrey had received a bottom half overhaul, but needed boiler work. If only that were the case!



However, whilst repainting Jeffrey, Jon Kendall had discovered M5 stamped into the frames, so an enquiry was made with the Industrial Locomotive Society who consulted the Peckett records, and found that Jeffrey was definitely a type M5, so that is what he's now described as, and the Wikipedia entry has been suitably amended. Well done, Jon for spotting the crucial clue.

MEDICAL EXAMINATIONS (MIKE STANBURY)

Under the terms of the Museum's Safety Management System, the Museum has a duty of care to ensure that all personnel working at the Museum are medically fit to undertake their duties. The Museum has appointed Doctor Sylvia Taylor and Nurse Advisor Tracy Mooney of the Pump House Surgery, Earls Colne as our Medical Officers, and all operating staff will be examined in due course.

Some volunteers undertaking Safety Critical work have already been examined and passed as fit, but in general, each examination is costing the Museum £48. If you are being examined to enable you to continue enjoying your hobby, a Gift Aided donation to cover the cost would be appreciated.

On the other side of the coin, we have had two instances of appointments being made for examination, but the candidates have not appeared nor notified the Surgery that they would miss their appointment, and we have consequently been charged £24 for each lost appointment. To be fair, both of those involved have offered to make up these amounts, but if you do have to miss an appointment, please let the Surgery know in good time.

To put minds at rest, all medical details remain confidential to the Surgery, and the only notification that I receive as administrator is that the candidate has passed, and the date of the next examination, which will vary according to age and medical condition, and I pass these details to the Traffic Manager for the purposes of rostering. If you have any queries, please do not hesitate to contact me by 'phone or e-mail.

More news items can be found in the Member's newsletter produced by Rob Boyce, between issues of Stour Valley Steam. If you wish to be added to the distribution list, please email newsletter@earm.co.uk.

The Thorpe-le-Soken Signal Panel

The signal panel which was donated by Network Rail to the EARM is now a fully functioning exhibit in the Museum's Heritage Centre.

By Chris Wright

For twenty years train movements over most of the line from Colchester to Clacton and Walton were controlled from a panel in Thorpe-le-Soken signal box. This panel had been installed in 1989 to replace a manual lever frame. When Colchester Signal Box took over control of the line in 2009, the panel became redundant and was stripped of many of its components, including roughly half of the indicator lamps. Being of no further use to Network Rail it was offered to EARM, an offer that was gratefully accepted. It was moved to Chappel and located in the Heritage Centre where it was displayed alongside other signalling artefacts.

Having been working in the Heritage Centre installing heating and lighting, Team Wednesday members Dave Rose, Dave Peck and I became interested in the Panel and felt that more could be done with it. Various plans were discussed and it soon became apparent that a working demonstration might be possible because the very components needed were available from a scrap PAX telephone exchange languishing beneath the footbridge on Platform 2. Dave Peck, as an ex-British Telecom employee, knew exactly how to utilise the uniselectors and relays contained therein.

Meanwhile Dave Rose had been busy on the internet and managed, through a contact at York, to obtain a set of wiring diagrams for the panel which proved invaluable. He also came up trumps when RS Components generously agreed to donate approximately 100 lamps to

replace those that were missing. So the task of rebuilding began in earnest.

Early on it was realised that the multi-pin connectors on the rear of the panel were going to be a problem. Not only was it proving difficult to find mating halves but they were just too fiddly to keep changing whilst our ideas were being developed. So all the wiring was brought out to new terminal blocks which could easily be labelled and modified. The new lamps were installed and all the wiring traced and replaced as necessary.

During its working life, changes to the track layout and level crossings had taken place. These were accommodated with overlays stuck onto the display. We considered that these spoilt the overall look of the panel and consequently removed them to restore the original appearance.

It was now time to make something happen. Uniselectors move round one position every time a pulse is applied, so the lamps on the track diagram could be wired to advance with consecutive pulses. To this end Dave Peck designed and built the necessary power supplies and pulse generator. This enables us to connect the appropriate lamps to a unisector and simulate a train movement from the Colchester area towards Clacton.

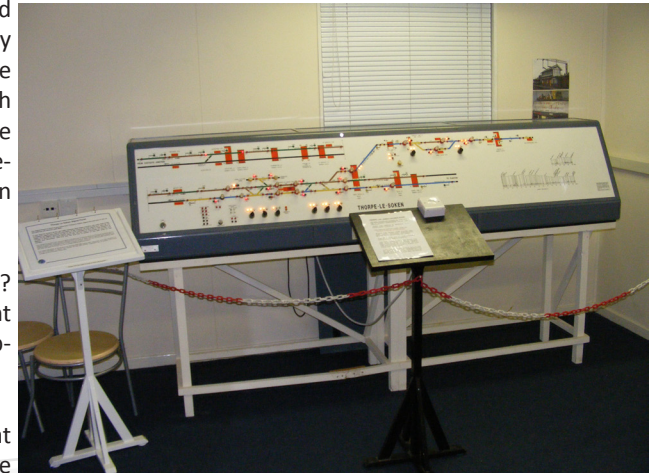
Next, by utilising other banks of contacts on the unisector, we were able to add in signal indications which changed colour correctly with the position of the train.

How about a second train? We wanted to introduce one from Walton, but needed a second unisector. We incorporated this and then set up the scenario with the two trains crossing at Thorpe-le Soken. The train from Colchester arrives first and has to wait for the other one to clear the points. We then wired in the point indicators and the crossing barrier indicators at Pork Lane. Finally we connected the lamps that need to be illuminated but do not change.

Having achieved an interesting demonstration, we needed to make it available to visitors on demand. For this purpose, Dave Rose acquired a push button switch that remains active for a pre-determined time. We selected five minutes, which is slightly longer than it takes to complete the actions, at the end of which the power is disconnected. The demonstration can then be restarted by pushing the button again.

Is that it? Or will we add more? Several ideas have been thought about and may or may not happen. Watch this space.

In the meantime, if you are at Chappel and haven't seen the Panel in operation, go and have



The Signal Panel on Display in the BDJ Walsh Heritage Centre



Thorpe-le-Soken signal box, the original home of the signalling panel now in the Museum's Heritage Centre (Bob Hammond)

Recent Arrivals at the Museum -

Read about the new arrivals to the collection and one departure of rolling stock from the Museum's yard.

By Mike Stanbury

Over the last two years, there has been considerable activity in the addition of plant and rolling stock at the Museum, perhaps the most important being the purchase of the Diesel Railbus E79963 from the North Norfolk Railway, which arrived on 14th February. Manufactured by Waggon und Maschinenbau, Germany in 1958, a total of five were taken into use by the Eastern Region of British Railways. Unreliability and lack of flexibility caused their early withdrawal. E79963 was purchased by the M&GN RPS in 1967, and remained on the North Norfolk Railway until purchased by EARM. When in service, it was in regular use on the Colchester - Cambridge service and the Colne Valley line, so this ve-



The DMU Car stripped of all useful parts

hicle will really help to tell the story of local branch line transport.

Originally fitted with a Büssing 150hp diesel engine driving via a cardan shaft to a ZF electro magnetic six speed gearbox, the engine on E79963 was replaced with a 150hp Leyland horizontal engine. Four of the class are preserved, two with Büssing engines on the Keighley and Worth Valley railway, and the other with a Leyland engine on the North Norfolk Railway.

On May 16th two vehicles were delivered and one left, the departure being DMU car 54365 owned by Diesel Unit Preservation Association.

Diesel Railbus E79963



ates Ltd, which departed to a scrap yard at Boreham, having been completely stripped of all useful parts.

The latest arrivals were firstly a British Railways unventilated covered van No.200480 classified latterly as VCA and built at Shildon in 1974. This will give us not only much needed mobile storage space, but will help to bring our story of the development of goods rolling stock comparatively up to date. It was purchased from the National Railway Museum at York with the help of Gift Aided donations from two members.



The British Railways VCA stands in the Sidings

The second item of rolling stock is a 60ft bogie bolster wagon, which is on loan from the Spa Valley Railway, and has been brought in specifically to assist with permanent way renewals, particularly in Platform 2.

It will carry a 60ft track panel, and with our recently acquired Plasser 12 ton permanent way crane will shorten the time the track will be out of action when re-laid. The origins of the vehicle are unknown, but it is believed to be British Railways and may previously have been fitted with a Hi-Ab crane at one end.



The 60ft Bolster Wagon in the sidings

Having mentioned the Plasser 12 ton crane, I don't think this has been referred to previously in Stour Valley Steam, but it arrived in April 2011, having been purchased at considerable cost from the Administrators of Jarvis Fastline after they went bust. It has already saved us money by not having to hire in craneage for various jobs, and as mentioned earlier, will considerably ease our track-laying tasks. It is an asset that, once we have completed all planned tasks, can be easily sold on having earned its keep.

Click 'n Bash - Or "Watt" on "Earth" is going on in the Comms and Electrical Department.

By Brian McGennity

The Museum's New Digital Telephone Exchange.

In the last issue, I described the Museum Information System (MIS). The continued high reliability of this system has justified the decision to go ahead with another, closely related, project that is to be used to take over from our existing electro-mechanical internal telephone system. In this issue I will be briefly describing this new project.

The current system, a GEC 50-line Private Automatic Exchange (PAX), has, over the past few months, suffered water damage as a result of leakage through the ceiling in the Exchange Room. The water has progressively rotted the various circuits within the PAX cabinet. Initially the PAX could handle up to 5 simultaneous calls, but now we are lucky if it can handle two! The same computer program as used to provide the MIS service, has been installed in another box and is currently being configured to behave as an exact, but digital, copy of the old PAX. This means that the 2-digit extension numbers will remain the same – for now. The only difference users will notice will be a change in the tones used by the system - they will sound the same as those used on the public network. Another advantage will be that the old rotary-dial telephones may be retained whilst the modern, touch-tone telephones may be added as needed. At the time of writing, no in-service date has been agreed, but it is likely that the changeover will be completed well before the end of July 2012.

Notwithstanding the damage to the PAX, it

was necessary to expedite this move as the space occupied by it is required for the installation of a data cabinet. The introduction of this will allow the process of enhancing the Museum's Ethernet network to continue, as well as providing secure housing for our servers.

The new digital exchange will, for users of touch-tone telephones (with the 'star' and 'hash' keys), provide some special services of which the following are examples.

- Transfer of calls between extensions.
- Call diversion to another extension, either on busy, or on no reply, or unconditionally. Ultimately, this will include numbers on the public network from eligible extensions.
- Remote diversion. This is where a user, away from their extension, may have their calls directed to them at the current extension.
- Reminder Call. The system will call back at a time and date defined by the user.
- Incoming Call Barring (on eligible extensions).

All extensions may enjoy other features that can be dialled by any type of telephone.

- Speaking Clock.
- Who called me. The user may find out the last caller to ring their extension – with an option to return the call.

Details of the above features will be included in a short user guide issued to extension users. Any new system features will be published in this guide when they are available.

Witham to Maldon - The Epilogue

By John D Mann

It can be argued that the Witham to Maldon branch was desperately unlucky not to survive the Beeching Axe in 1964, bearing in mind the survival of neighbouring branch lines to Braintree and Sudbury, both of which continue to prosper.

The late Dennis Swindale in his admirable book *Branch Lines to Maldon* reported "freight trains still running three times a

day after withdrawal of passenger services". These trains of up to forty wagons long carried mainly canned fruit and agricultural machinery for a further two years clattering over 'termite ridden' wooden trestle bridges near Witham and Wickham Bishops, major players in the closure controversy. The irony of all this was that it coincided with the construction of a brand new bridge to carry part of the A12 in early 1964 just months before passenger services ceased. The passenger service incidentally was extremely efficient – a journey time of just twelve minutes between the two towns.

Maldon today is a vibrant, busy place, a rail connection to the GE main line would be well utilised. It all ended

one unseasonably cold day in 1966. Over four decades on the River Blackwater still winds its way through Wickham Bishops, passing under a 'preserved' wooden trestle bridge. Dennis Swindale wrote "future generations will curse us" – maybe they already have...



The living railway: a 2-car DMU runs into Maldon from Witham, 16/09/63 (B I Nathan)

FURTHER READING

Branch Lines to Maldon by Dennis Swindale, EARM Publications 2007, ISBN 0950647373, £4.95

The Witham to Maldon Railway: A Pictorial History by Len Wilkinson, Essex Transport Publishing 2010, ISBN 9780956683205, £4.95
Both books available from the Museum

The dying railway: a trestle bridge at Wickham Bishops, quietly rotting in the Spring sunshine of 5th May 1975 (J D Mann)



N7 Update - The Museum's N7 has been out and about recently.

By Ian Reed

Following major repair works over the past eighteen months, culminating in some significant boiler work at Chappel being undertaken to get the necessary statutory Records of Thorough Examination issued, the locomotive was outshopped just in time to go on a lowloader for the end of May. A weekend hire by the Colne Valley Railway to help them celebrate their CVR150 anniversary went off well and from there the locomotive moved to the Churnet Valley Railway in Staffordshire for an initial four month hire. By insisting that an owners' representative was available for steam testing and initial operations the unique features of the locomotive have been explained to new crews and hopefully ensure successful operation for both parties going forward.

It had been expected by many that the locomotive would return to the North Norfolk Railway to run the remainder of the year there, however in the event when we were happy the locomotive would be in a fit state to be contracted the NNR had already hired in additional locomotives for this year and furthermore have paid the owners of the Black 5 to finish restoration of their locomotive so that it can work off the debt in future similar to the previous arrangement we had with the N7. This now means that it is very unlikely that the NNR will be looking to hire the locomotive in future, except possibly as a spare at low hire rates thus yielding no real contribution to pay off the £40k we have expended over

the past two years getting the locomotive back into full working order or building up funds for its' major overhaul due in 2014/5.

Expressions of interest have been received from a number of railways around the country for long term hire of the locomotive and we are looking seriously at these to provide a secure future for the engine. It is of course disappointing not to have the locomotive at the Museum but the simple truth is it does not earn its keep let alone paying back past expenditure on our site. We are committed to having the locomotive back at Chappel to undertake at least a few farewell steamings prior to it coming out of ticket in 2014/5. Following this we propose to repaint the locomotive in GER livery and pose it on the front of the GER carriages as a period train pending the raising of the full restoration costs. Obviously things may, and frequently do, change but that is the current position.



N7 69621 at the Colne Valley Railway. (G.D.King)



N7 69621 in Castle Hedingham Station at the Colne Valley Railway 26/05/2012 (G.D.King)

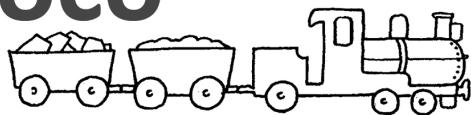


N7 69621 in Kingsley & Froghall Station at the Churnet Valley Railway (David Gibson)



N7 69621 with the 15:25 Froghall to Cheddleton service, seen here just passing Cheddleton Station on 16/06/2012 Photo by David Gibson

Pete Martin's Plumb Loco



As the Olympics loom ever closer, we more importantly turn our attention to when the next hosepipe ban will bring the country to its knees. However, as the days merge into months to form another year in the rich tapestry of life and my beer slowly sinks to the bottom of the glass, we pay tribute to the hardy souls who continue to battle against all odds with the process of restoration of some of our finer pieces. By Jove, that paints a pretty picture doesn't it?

The Essex equivalent of Fred Dibnah's back yard has been busy with the re-emergence of the N7, where by now I expect that you're wondering what's been going on. Come to that - so am I! Life has been a blur. No, 69621 has been the subject of a protracted annual boiler examination, where we were left in some doubt whether it would run again this year owing to a crack in the firebox and the internal condition of the boiler brought about by a massive build-up of scale within the confines of the water-spaces. This was a challenge to remove, and the only way was to remove numerous smoke tubes in order to access and assess the extent of the problem.

Suffice to say, a great deal of work was undertaken by a small dedicated group, who swore at it, spat blood and burnt midnight oil to get it to go again. Having got it going, it was then spirited away on hire to the Colne Valley, and then whisked off to the Churnet Valley (who found themselves in dire straits through lack of motive power) and is in regular use. Now, before you say anything, can anyone else think of a constructive way of recouping its

outstanding debt other than hiring it out? Well neither can I - so hired out it is. Whilst it is away, we look to others to support it - and those who screwed it together - whilst it is there for the remainder of its 10 year boiler ticket. If it survives to pay us back, then we've won. But as it's a steam engine - don't count yer chickens.

In the meantime, the N7 being away has freed up shed space and time to focus on other things. Thomas - alias 54 - has been performing on hire, this time to the Colne Valley where it is the subject of an extended hiring. Once again, we look to this loco being a viable fund raiser where it pays to look after itself. The only drawback is that we are down to one steamer in the shape of Jubilee, which just recently has thrown a hissy fit with its steam brake, where at one point we couldn't get them off, which is not quite as bad as the other scenario where we couldn't put them on. This has been addressed with a modification to the steam brake valve clearances and removal of some scoring due to ingress of a foreign body. There has also been a problem with the main steam pipe joint which showed signs of distress and further investigation highlighted a previously unknown alignment problem which has also been rectified.

No11, the 1905 Barclay is still waiting in the wings where a new battery has been fitted in the program to resurrect this loco and work is due to restart shortly on the 10 year boiler examination.

As many may now be aware, another piece of

local railway history has come home to Chapel in the shape of a German built 4 wheel rail bus. No 79963 was purchased some months ago from the North Norfolk Railway and has recently seen activity to evaluate this characteristic machine to return it to operation starting with the reassembly of the brake gear which wasn't quite as we would have liked. Five of these unique rail buses were originally supplied by the Waggon & Maschinenbau Company to a British Railways specification in 1958 for operation on the Stour Valley, Saffron Walden and the Witham - Maldon - Braintree lines, four of which have survived into preservation. There are variations of the same type preserved elsewhere in Europe, and maybe we need to foster some relationships for further information. Anyone good at speaking German?

Originally built with a Büssing 150hp diesel engine and a ZF electro-magnetic gearbox providing drive to the trailing axle (which is dependent on which way you're going with it), it is unlike any other diesel rail bus of British build. Bussing engines are known to be rare and their spares are even rarer, and at sometime in its dim and distant past, a couple of them, including our example, were modified to accommodate an AEC A220X engine similar to those fitted to London Transport RF buses. There is a photo of No. 79963 in the excellent publication of London's East End Railways, lurking outside the Stratford DRS in 1960 - which may be when the engine was fitted.

The rail buses were introduced in the last years of the GE area and London steam era, when all the fitters had hammers and chisels in their toolbags. As with some early DMU and diesel loco builds, a certain unreliability developed due to these vehicles' unique features, and because the fitters had probably never had a terminal screwdriver or pliers. Maybe there was also a challenge with who actually looked after them owing to Union

rules. Were you a fitter, electrician or a coach maker? (in some areas that still goes on) We turn our gaze away briefly from the loco aspects and swing to the all important wagon works, where it is nice to see a couple of new faces amongst the regulars. The Lowmac continues to be worked on with much gusto by Rob and Ian, accompanied on percussion by Brian. The chassis is normally the thing that the average visitor doesn't see, and the visible (and audible!) restoration of this exhibit enables a better understanding of the construction of this heavily built wagon which has been laid bare for all to see.

Many visitors marvel at what we do - and sometimes we do as well! The sad fact is that with passing years none of us are getting any younger, and many have said that we may be the last of the breed of Fred Dibnah types. Time will come when the N7 will be plinched as most of us will only be able to polish it, and any restoration will need to incorporate the fitment of a Stannah Stairlift and a mounting for Zimmer frames. So where are all the youngsters?

When we are gone - not our problem - but it has to be said that there are numerous museums and railways finding difficulties with attracting the younger generation to do what we do. Can they be torn away from their Xbox or iPod or Wii? Is this just a fad? Will they want to find something else in life other than Lakeside on a Sunday afternoon? This is real reality - not virtual. All joking aside, but it is an aspect which needs addressing before too long. Schools don't do engineering in the true sense of word. Long gone are the days of the metal and woodworking classes. There are a minimal number of smaller engineering firms around - all those major local companies like Paxmans to name but one, have shrunk into oblivion. I often say to our visitors that we are a back yard in comparison to the NRM, but the thing is they love it and they love to see things going on. When we are working at

Chappel, we are part of the show, but the base skills that people glimpse and enjoy is the part of the side show that will eventually disappear if we're not careful.

A classic example was a visit some years ago to a well known museum in Surrey, where on site there were numerous craft workshops with an older generation making small aluminum castings for old cars, and others bashing bits of hot iron to make agricultural tools, implements and ornaments. In querying the availability of trainees or apprenticeships to carry it on - there seemed to be a resounding "You must be joking!" Another museum in Shropshire has marvelous street scenes with old workshops full of equipment, but there was no - one to interact with the visitors and demonstrate it. It was lifeless.

The vision of the future is of the young office girl from the Visitor Reception shop, who walks round to open the place up in the morning and close it in the evening. The visitors and families that come round during the open hours have little or no interaction with the stuff in the building. They might peer into the open workshop - but then walk on by. They might wonder what it's all about and then go and have a look in a Victorian shop window, and perhaps have a trip down memory lane with Grandad or Grandma who point to one or two items from their past - and that's it. Either health and safety, old age or lack of interest has killed the rest. There are no engineering facilities supporting our base technologies anymore, and the old technical colleges have melded into academies where one can get a degree in social and media studies, or an NVQ in origami. The kids are not encouraged like we were once with mucking about with old bikes and cars - who then developed an understanding and an appreciation for basic nuts and bolts mechanics and fiddling with spanners and hammers. Other than asking old Eric or Dougy at the entrance to B & Q how to solder pipe-work, where do you learn to do it? Who trains the trainer and who is going to look after things like Tornado in years to come? If a big hand came down and took away everyone involved that was over 55, my guess is NO - ONE.

So what do we do? Do we even bother?
Oh yeah, easy - we flog it all to the Chinese!
Hmm! Food for thought.....

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:

Peter Clark, Ethan Crabb, Richard Crabb, Nicholas Evans, Alan Harmer, Stephen Hendry, Christopher Hendry, Max Lambert, Daniel McGauley, Robert Murton, Graham Myall, Graham Pells, Kevin Quigley, Stanley Stratham, Helen Suckling, John Todd, Keith Urch, Imogen Wallis, David Wilkin and Michael Woods.

The Trustees were saddened to hear the death of Mr Phil Quy.

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.

Powerhaul - Then and Now

By John D Mann

The appearance of Freightliner's new Class 70s in recent years has aroused much interest (and inevitable criticism) especially as more examples of this impressive locomotive can be seen at work in our local area.

The words 'new' and 'East Anglia' are rarely seen together in a railway context!! The decision of Freightliner to order thirty units from General Electric USA is indeed a bold step in 'troubled times'.

Never before have we seen such awesome pulling power unleashed on the GE Main Line.

Introduction has not been all plain sailing and gremlins (largely minor ones) have crept in. But wait! Turn the clock back to 1951, and our region became the first to sample 'new' Britannia Pacifics on London-Norwich services: coincidentally, the numbering series is perpetuated with the Class 70s. Never before had such awesome power been available to the GE (yes, I've said it again).

Inevitably, faults occurred, engines parting company with tenders, valve gear falling off at speed, that sort of thing! But, once settled in,

the 'Brits' became legendary and more than proved their worth over ten years of hard running. In fact, the Riddles Standard designs much maligned at the time perhaps never realised their full potential? Recent performances of 'preserved' 70013 on her old hunting ground have been nothing less than spectacular. I am also convinced the 'Duke' Class 8 71000 will rise again after a shaky start to the main line. We have already glimpsed what it is capable of.



Britannia No. 70038 'Robin Hood' arrives at Colchester with a Norwich express on October 31st 1957 (Frank Church, courtesy of the Essex Bus Enthusiasts Group)

Returning to the Class 70s: we British are no good at new things initially! Watch this space; you ain't seen nothin yet

Freightliner Powerhaul Class 70 at Ipswich, March 25th 2012 (John D Mann)



Team Wednesday Update - This will be a shorter update than usual as two of our projects have been written up in separate articles within this edition of *Stour Valley Steam*.

By Jeff Kilpatrick

The ranks of Team Wednesday seem to swell every month, and the welcome arrival of yet more enthusiastic volunteers has meant we can tackle an increasing range of jobs. The huge effort on the TSO has absorbed a lot of labour (and a lot of money too, mainly for the re-upholstery) but it's the bee's knees now and deserves its separate article. And because I was hardly involved at all, I feel free to say that it is a great credit to all who were involved throughout the project and is a superb example of restoration craftwork - if you haven't seen it, an early viewing is strongly recommended.

So this update deals with the other things the Team members have been doing. A number of the jobs reported on in our last update are now complete. In particular, the final trimmings in the Goods Shed Office got installed, although the efforts to install voice recordings to enable Andy and Bert to talk to each other for the benefit - and who knows, perhaps even the amusement - of visitors seem to be causing more headaches and bad language than results so far. No doubt they'll be given voice before long.

We have also finished the internal refurbishment of the other Mark 1 carriages, the BCK and the SK, so a rake of three matching ve-

hicles, all in tiptop condition, is now possible. Now these carriages have attracted the attention of our new on-site caterers, so we are making demountable tables for the BCK which can be installed easily when it is wanted as a catering vehicle, but can be stored away out of sight at other times.

We were most fortunate to have been in the right place at the right time, for once, when a college in Grays stripped out its laboratory benches. That timber has so far been put to good use in new doors for the Mini-Rail carriage shed and new roof-light frames for the Pooley van.



Who needs a Locomotive? Just one of the jobs Team Wednesday get involved with. Dave Peck, Ian Reed and Keith Tomlinson manually shunt a wagon from the Goods Shed.

Newly-started, and still on-going, is the manufacture of a steel support frame for the North London Railway brake van, which came to us from the North Woolwich museum and will ultimately be part of the planned display at the eastern end of the Heritage Centre.

We have also begun the refurbishment of the Railway Clearing House (RCH) office in the goods yard. This building had been in use as the Traffic Office on operating days and in consequence was not accessible by visitors as it contained our detonator store. Soon it should be another interesting display. The stripping-out revealed rot in the floor joists (a repeat of our experience with the Goods

Shed Office) and a partial collapse of the doorway, deterioration of the doorstep and cracking in the brickwork at one corner have all had to be rectified.

It is probably inevitable that the size of the team means we are allotted regular tasks of a minor nature but where "many hands make light work". So if a room needs emptying for example, six or eight of us can get it done quite rapidly. There are regular calls for "All hands" to unload a lorry or to move something large and seemingly unyielding. They're good for team spirit, these jobs, even if our old backs then need a few days to recover. And as can be seen from this brief article, the wide variety of skills that can be drawn on leads to an interesting mix of jobs.

2012 Events and Marketing - Ian Reed provides us with an update to the events so far and calls for assistance from anyone wanting to help plan Museum events

The season got underway quietly with our first Days Out With Thomas event of the year over Easter. The Friday was well attended and on a par with previous years - a good level of pre-booking and generally a successful day all round. The Saturday tends to be quieter but we had a reasonable attendance, and of course we were subjected to our annual assessment by Zazz Projects on behalf of HIT Entertainment. We were very pleased to return our score into the 90% levels of 2010 after the dip last year, a few minor areas for attention and we can hope to be up to bettering our 2010 score next year. A good effort all round, and with copious positive feedback from our visitors we must be doing something right, so let's celebrate success with a vote of thanks to all who keep our DOWT events happy and financially rewarding.

The Sunday saw the weather cooler and more overcast with a 15% drop compared with prior year attendance, and unfortunately the Monday

saw really poor weather and attendance 50% down on Easter Monday last year - a bitter disappointment after all the advertis-

ing, preparation and hard work over the four days. Overall we failed to achieve our projected income by around 20%, with subsequent knock-on effects for cash flow. It would have been easy to put it down to bad weather, the recession and similar reasons beyond our control but taking soundings around the Heritage Rail industry about Easter it was a very mixed bag: some were up, others level pegging and a few likewise down, but clearly not just the weather or the recession.

A post-event review has highlighted that our 'marketing' of events is very poor and that advertisements do not compensate for this.

We are struggling to create a marketing team, and efforts to recruit new members and outside volunteers have really come to naught. So if you have any interest in the planning of our events programme, organising such events and promoting the Museum we would be very pleased to hear from you. (My contact details are inside front cover).

Since Easter we have had a mixed reaction to our events with the Transport Extravaganza vastly exceeding our expectations - congratu-



Various Museum "celebrities" entertain the crowd at the Day Out With Thomas Event.

lations to Kevin Watson who with help from other members put on a blinder of a weekend. We might have actually been helped by the weather for once, as a number of other Transport shows were cancelled due to the constant rain which caused waterlogged fields and ground unable to support pedestrians let alone vehicles. Yes there are a few ruts still to be filled in with topsoil and seeded



The Harwich Brass Band in the Goods Shed

to get back a level field but generally it held up well, with a solid financial contribution offsetting some of the Easter downturn. We will be repeating this next year and even having a smaller 'Final Fling' event on the 23rd September in conjunction with our Small Engines Event.

Our Railway Experience courses need reworking and reinvigorating for 2013 as these can provide a very helpful contribution to funds as well as being enjoyable to run. The Jubilee weekend saw the return of the Chappel Cider Festival in conjunction with CAMRA and this year stretched to three days to coincide with a Sunday Jubilee event with the local villages, with trains for the first time during such an event. The session with the villages went very well and over 200 villagers took the opportunity to join us with brass band playing in the Goods Shed, picnic



The Red Barrows perform their display outside the Goods Shed on Jubilee Sunday

in the Restoration Shed (due to the constant rainfall) and a performance of the (in)famous Red Barrows outside. We are enthusiastic about repeating the event with our neighbours in future years, so watch this space.

The Cider Festival was not a great financial success and continues to exercise our minds about how to make these events worth the enormous effort involved in setting up, operating and taking down – again, ideas most welcome on how to return this to the money-making events of previous years. The decision made last year not to hold a July event due to prior years' poor return now looks wrong, as it means we have a gap

of nearly three months between standard gauge steam operation at the Museum, and whilst we are holding a Railx in early July it is not a sufficient draw in publicity terms.

We look forward to our first venture for many years into a 1940's event on the 5th August with our 'War on the Line - a Tribute to Dad's Army' Sunday. A lot of planning has gone into making the visitor experience for this day truly memorable. Not least among the attractions will be the appearance of two members of the original TV series on site along with Jones' Van and a platoon of Local Defense Volunteers. Whilst initial costs are high we are looking to make this an annual event over a two day weekend with re-enactments and nostalgia aplenty.

So here's looking to our second DOWT event over August Bank Holiday and the Beer Festival to follow. If you can volunteer to help at any of our events we would be pleased to see you, and if you can help us plan and market our future events even better. Looking forward to hearing from you!

unteer to help at any of our events we would be pleased to see you, and if you can help us plan and market our future events even better. Looking forward to hearing from you!



What connection could there be between the Olympic and Paralympic Games held in London, and our railway interest? First thoughts may suggest any major event requires an efficient public transport system to move people to and from venues - a point repeatedly made by the Press and which will shortly be judged by reality as the equivalent of 26 World Championship matches take place in one city.

These London Games have concentrated on travel to venues by public transport, and the railways have taken most of the transportation budget, the main exceptions being air passenger handling and sponsored car transport for officials. It is being hailed as the first "Public Transport Games", and has sought to avoid environmental damage – in fact quite the reverse is taking place.



Where it all began - One Railway and Newham Council prepare to unveil the Class 315 which carried the Back the Bid Livery and the London 2012 Host Borough Name plate in February 2005.

I believe the significant link between railway and Olympics, and the key factor in the Games coming to London, was the availability of such a large area (formerly railway land of 2.4sq km) in the city. In addition there is a close proximity to Docklands where a second concentration of venues is located astride the River Thames.

Decisions taken in the early 1990's about the re-routing of the link between the Channel Tunnel and the capital from the original BR scheme of a Kent and South London approach via a tunnel portal at Peckham were critical. Because it links up former industrial land in Ebbsfleet, Stratford and Kings Cross, the chosen route of HS1 was to kick-start development, with the Government planning to re-use the former railway land in Kings Cross and Stratford. Newham Council was actively campaigning for an International Station even

before the 2005 Bid for the Games with the International Olympic Committee (IOC). As a result of that win, Stratford City development has morphed into the Westfield Shopping Centre, which was then a natural anchor for suggesting Olympic facilities could be co-located at Stratford.

Domestic high speed trains now could now be diverted and re-branded to become Olympic "Javelin Trains", linking the revamped terminals of St Pancras International and Kings Cross straight to the Olympic Park. At the time of the bid back in 2005, IOC officials could drive through the rail tunnel in road vehicles and appreciate the potential and po-

tency of such massive investment as a base for London 2012.

Obvious investment gains are evident as the concentration of venues near the Thames will place significant demands on the Docklands Light Railway. It has prompted expansion in terms of the Stratford International branch extension, and capacity upgrade for stations to accommodate 6 car trains. Likewise, lengthening London Underground Jubilee Line trains by a carriage to 7 cars, and reducing signalling headway times, has greatly improved capacity on the route from Olympic Park to the City.

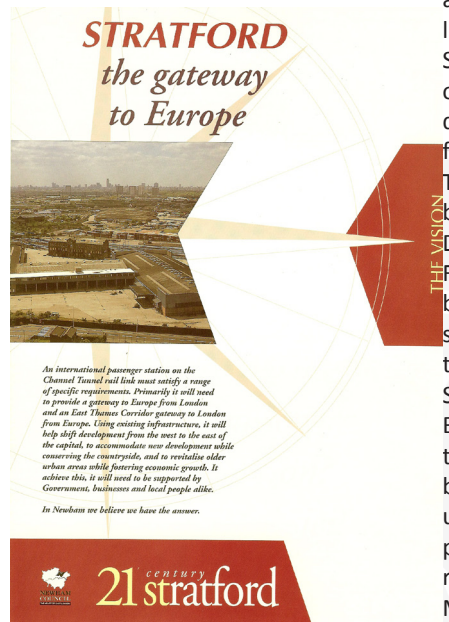
It was only a generation or so ago (1978) that Stratford was served exclusively by the Central line and Great Eastern Metro line services. This was even before the re-introduction of diesel trains on the former North Woolwich and North London Line to Camden Road, the latter belatedly restoring a service stopped after war-damage! At that time there were no Lea Valley services from Tottenham, and you might have trouble taking a train to Stansted Airport, as that was not there in its expanded form either. Docklands was only a twinkle in a Development Corporation's eye so there was no need of a Jubilee line without Docklands, nor were there any Outer Suburban stopping trains from Stratford into Essex.

Today the choice of destinations is greatly enhanced at Stratford Regional station; it now has 18 platforms and rivals the biggest and best terminals in platforms and destinations.

Almost against trade description laws, the "International" station is not doing as advertised – it currently serves South Eastern's high speed services to Kent, but may yet (after the Olympics) serve the Continent, as was promised and as its name implies.

Contrast former land use with today. Part of the railway land in the Stratford works area and Temple Mills marshalling yard is now the New Spitalfields Market. Most of the Westfield shopping development stands on former C&W Works land. The Athlete's Village has been built on the former Diesel Repair Shop and Freightliner Terminal. Jubilee Line trains are now serviced and stabled on the site of the former Stratford Market Station. Bow East yard has been temporarily taken away to build the athlete's warm-up track, but will return post-games as the Crossrail working site. Pudding Mill Lane station will close during games to avoid overcrowding and confusion - it is being rebuilt on a new alignment around the future Cross Rail's eastern portal.

The Arcelor Mittal Orbit tower is built on the site of the former Thornton Fields Sidings, and this also has an interesting railway connection. Included in the Compulsory Purchase Orders for the land were powers extinguishing the protection from development afforded by its former status as the depot for a proposed Chelsea –Hackney tube line (aka Crossrail2). This interesting long range proposal is now modified and subject to on-going speculation, but at its core was a proposal for a tunnel connecting standard loading gauge



overground sections of the Epping branch of the Central line, passing to the north of the Olympic Park under Eastway playing fields, through Hackney to Central London via Euston (HS2) thence to the Chelsea and Wimbledon branch of the District line. The former Thornton Fields sidings would now be too small for the larger and longer proposed rolling stock.

Clearly, railways will make a major contribution to the success of the Games, and in legacy will drive further development of new districts of London. As a schoolboy, I wrote about Stratford as being the place where green turned to grey, as I travelled from the surface sections of the leafy Central Line into the tubes - to the "Smoke" as London was called. Today, it is positively turning greener in aspect. Compared with its grey industrial times, it is now amazingly culturally diverse, clearly brighter, more modern, and developing into new London districts.

Where industry has been swept away, through contraction, electrification and change, this has been the stimulus for the rebirth from industrial to prime housing and recreational land. It is another chapter in the development of Stratford from the marshland of medieval times.

Railway enthusiasts may mourn the passing of some aspects of the old days at Stratford. No doubt we are all well acquainted with days of past glories of steam and shed, industry and construction, yet change has some benefits. With massive transport investment now made, and more to come with Crossrail, one is hopeful that the railway's reputation for service is enhanced, and of great value to future travellers - its legacy to be used and enjoyed for generations to come.

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 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

John Rayment, 12 Wisdoms Green, Coggeshall, CO6 1SG, Tel 01376 561778

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

COLCHESTER

April

It was all change for our April meeting, Not only on a different week due to Easter and other factors but Branch stalwart David Mummery was unfortunately hospitalised with complications following a knee operation. We therefore had to find a replacement at short notice. I had a recommendation for a speaker in John Manning; John is a retired career railwayman whose father Bill had 48 years service and was latterly a guard on the late-lamented Kelvedon & Tollesbury Light Railway. As a boy John often accompanied his father in the guards van. He is therefore quite uniquely placed to tell fascinating anecdotes about this line. Ironically as a junior member

of the Eastern Region Traffic Costing team, living locally, it fell to him to compile some of the figures which led to the line's final closure to freight in 1962.

This was a digital presentation with a good range of pictures, both of infrastructure and motive power. We saw shots of all the stations on the line. Notable were those showing the complicated track work at the Kelvedon (Low Level) terminus and the walkway from the main station, which was attached to the side of the main bridge over the River Blackwater. Also memorable were those of the long –defunct Tollesbury Pier extension, which never really took off. The Pier was partially demolished by the Army in 1940 and, in post-war days, was finally finished off by the 1953 floods.

On the motive power front, the mainstay of the line in steam days were ex-GER J67 and J69 0-6-0Ts, with J15's taking over in early freight-only days. Their superior water carrying ability meant they did not need to take water on the Branch. These inevitably gave way to 204hp diesel shunters of both the Hunslet and Drewry varieties. John also managed to capture pictures of the REC (Railway Enthusiast Club) railtours in the 1950s, one of which was headed by the last-surviving E4 2-4-0.

There were also good shots of the motley collection of rolling stock. Most of the coaching stock had come from either the Wisbeach and Upwell Tramway or the former Stoke Ferry branch, near King's Lynn.

Our thanks to John for giving us a very memorable talk at very short notice and to Mike Stanbury for making the show possible, using the Museum's laptop and projector. We would also like to extend our best wishes to David Mummery for a full recovery from his operation.

June - Dave Carson kindly gave us a talk at

short notice on June 2nd called "Thirty Two Years Down the Tube". This was an informal slide show based on his career with London Transport and subsequently Metronet Rail, its private sector infrastructure successor.

During that time he was seconded to consultancy projects in connection with the Glasgow Underground Modernisation and also the Dublin Area Rapid Transit project.

Early slides show work on the London Underground extension to Heathrow Airport, including a bridge roll-out at Hounslow Central in May 1975. Bridge replacements at Surrey Docks and West Ham were also illustrated. There was a nice shot of the LT Lillie Bridge Depot in the late 1970s before rebuilding. Several shots of Plasser Ballast Tampers and Aligning Machines at Hainault Depot were illustrated; in addition there was a visit to the Plasser factory at Linz, Austria.

On the Glasgow Underground there was a total modernisation scheme between 1977 and 1980 that Dave was very involved with. Stations and stock were all replaced or refurbished, although the line retained its unusual 4ft gauge. Bridge Street, Copland Road and Ibrox Underground stations were all illustrated, after rebuilding. In the latter case seeing an almost empty narrow platform caused some of us to wonder what it might look like after a Rangers v Celtic home game!

New cars were supplied by Metro – Cammell; a bit overdue as original stock from 1896 was still in use!

Some years later Dave was involved with the Dublin Area Rapid Transit (DART) scheme. This initially involved the electrification of the Howth Junction – Bray suburban line at 1500v dc during 1984, though the project has since been extended. The line was initially equipped with 8100 class EMUs, built by Linke-Hofmann-Busch. There was an interesting selection of photos including a CIE B class

diesel at Howth Junction. Track re-laying at Harmonstown and Dun Laoghaire were also shown. Also some CIE Mk3-type coaches after delivery from Derby.

Later on in his career it was back to the more everyday world of London Transport, mainly based at Upminster Depot. Here we saw shots of the interior of the Examination Shed and Lifting Shop. Also a selection of the D78 cars – cab, saloon interior, and a pit level view of the main bogie, motor and coupling arrangements.

These units were refurbished in the early Millennium and we had shots of them at TMU Acton Depot.

Again, I would like to thank David very much for coming to our rescue at very short notice when our booked speaker was unfortunately still very ill. I can thoroughly recommend his talks to other Branch Secretaries. Most of his programme is mostly now available in digital format, although some is still available with slides. Details can be obtained from him at carson25@btinternet.com.

SOUTH WEST ESSEX

February - It was apparent in February that had either Napoleon or Adolf been so foolish as to invade Britain, their plans would have been thwarted by the ongoing roadworks that still blocked easy access to the area around the Valley of the Ingrebourne, the Falaise Gap of South West Essex. Nevertheless, Ken Follett managed to reach us just in time to sing the praises of Swiss Railways in general and the Rhatische Bahn in particular. This comprehensive system in southern Switzerland traverses some spectacular landscapes and runs a wonderful selection of local and (relatively) long distance trains, with a mixture of very modern and quite ancient locos and rolling stock. Ken's knowledge of and enthusiasm for his

subject made this an instructive and entertaining evening, presented in a high-tech way to which we are now becoming accustomed. A good sized audience again, although regrettably Adolf and Nap were unable to be with us. Probably stuck on the Ardleigh Green Gy-ratory.....

March - Good News in March. The roadworks at Emerson Park had finished. Bad News – there was a fresh site at Upminster Bridge, just a few weeks after the last lot had been filled in. So the Great and the Good still found it a challenge to reach the New Windmill Hall, but their efforts were well rewarded. David Eatwell came all the way from Peterborough to talk about Winter Steam in China and illustrated his talk with a superb selection of trains in the landscape. Double headed freights slogged across bleak and frozen landscapes whilst the photographer struggled to press the shutter whilst wearing skiing gloves and two pairs of long johns. There were also some tantalising shots of trams and the insides of a steel works. David is an amusing and very knowledgeable speaker, and we are grateful for his efforts – especially as he is still suffering the effects of a bicycle accident.

April - Six members attended the April meeting the day after completing a trip to the Looe branch in Cornwall, on what turned out to be a faultless day. Their journeys from Essex to the Cornish Riviera were completed in comfort and on time with no delays at all – unlike their subsequent trip to the New Windmill Hall, yet another fresh set of roadworks at Emerson Park disrupting attempts at a smooth progress across the London Borough of Havering. But their efforts were well worth it, with various participants providing films to entertain and instruct us during the evening. Of particular interest was some old footage of steam on the Southern Brighton Line prior to widespread electrification – whilst still recognisable, East Croydon station has changed a bit since those days!

May - And so to May, by which time The Haverling Roadwork Consortium had shifted their attention to High Street, Hornchurch, which has not been dug up for at least three months. Our guest speaker Dave Baker managed to successfully navigate this hazard and present us with yet another top notch cine show. He started us off on the Seaton Tramway – dedicated to his late partner Irene – before moving on to the electrification of the West Coast main line from Weaver Junction to Glasgow. All of which seems an awful long time ago – as did a film about the painting of the Forth Bridge. The last reel looked at the ferries connecting Weymouth to the Channel Islands – a very civilised way to travel compared with flying.

As ever, Dave's presentation was much appreciated by a gratifyingly large audience.

June - June's meeting was a mixture of Good News and Bad News. The Good News was that for the first time since The Gunpowder Plot, there were no road works in the Greater Upminster area. The Bad News was that a key piece of branch audio-visual equipment had been misplaced, so our guest speaker, Simon Kohler from Hornby Hobbies Ltd, did his presentation in reverse, starting with the Q & A session until a substitute bit of kit was found nestling in the car park. (Your Committee is nothing if not resourceful). Simon explained his background and how he got to his present position as Marketing Manager, and then took us through the process of developing and bringing to production a new locomotive. Fascinating stuff, and very well illustrated once Dave and Bill had joined up all the wires. There were more Q & As at the end, which could have gone on for a lot longer had not time ran out. The Blue Pullman seemed to be a controversial subject!

Many thanks to Simon and his colleague Emma for coming all the way from Ramsgate to instruct and entertain us on what was a very warm evening.

NORTH LONDON

In May we were pleased to welcome back Kenneth Livermore of the North British Locomotive Society, who showed us an interesting selection of colour slides of London area stations and loco sheds in around 1958-1960 – very nostalgic for many of our members!

For the June meeting local historian and retired railwayman, David Cockle, gave us his latest Powerpoint presentation on local railway history, this time covering the ex-Great Eastern lines in the east of the London Borough of Enfield. Dave had come up with some fascinating material from original research at the National Archives at Kew and also previously unpublished photos from local railwaymen and enthusiasts.

In July Dave Baker came to give us his usual annual show of vintage transport films, which this year covered brass bands, old cars and aeroplanes as well as trains. The films also included the Seaton Tramway (in which Dave and his late partner Rene made a brief appearance), electrification from Weaver Junction to Glasgow, painting the Forth Bridge and rebuilding the Britannia Bridge over the Menai Straits after the disastrous fire in the 1970s. As always, it was a very entertaining evening.

Because of the Olympics we are taking a break in August and resuming our regular meetings in September

Kenneth Crane
Roger Elkin
Bill Santer.

Seasonal Greetings - Taking any of the grandchildren to the Santa Steamings was always going to be a high risk strategy, a bit like herding cats.

By Geoff Hutton

An early arrival meant that there was no problem parking the car in the field, and I had time for a chat with an old acquaintance on car park duty (been there, done that.....). The queue for tickets stretched across the station approach and we shuffled slowly forward to find that:

Someone who had booked on line had not printed off her admission tickets.

The EARM printer was suffering a technical malfunction.

Our pre-booked tickets were issued upstairs.... so why were we queuing downstairs...?

All a bit confusing, but eventually we reached platform level to find a senior member of the Museum squatting in a doorway with a laptop....in December. He then issued us with the necessary paperwork.

This process probably needs to be reviewed for 2012, if only to preserve the sanity of the aforementioned senior member and two seven year olds. And me and Nanny.

Whilst I am in grumble mode (indulge me...) – why charge extra for the children's gifts? They are a "given" (unless you are even meaner than I am), and should be included in the ticket price. Easy.

Beyond that, it got better and better. Our strategy was to see Santa, then hit the trains. The queue for Santa was brief, the staff friendly and helpful, the Goods Shed full of fun and entertainment and the grandchildren got their prezzies despite being economical with the truth. Santa to Rose. "Have you been a good girl this year?" Rose – "Yes".... Not entirely accurate, I have to say. Santa to George. "Have you helped Mummy by keeping your bedroom tidy?" George to Santa. "No". Which

was true. And he still got a present!

On to the trains. They loved it! Well, we all did. The BR Mark 1 coaches on the steam train were a big hit – George made the comment "They are like the Hogwarts Express..." so (note to Ian Reed) I see a marketing opportunity there. (69621 in red, anyone?) The DMU was a favourite as well, especially when the driver opened his door and talked to the children. Very good public relations.

The weather was cracking up as we rode on the Miniature railway, but that was still good fun. Now that modern trains have sealed windows and air-con, where else can you ride on a train and get rain in your face?

Lunch in the cafeteria. Busy busy, but very good, with the aforementioned Mr. Reed looking suitably harassed in an apron. Time for another train ride, then a chat with Peter Martin in the restoration shed. More good PR there.

As we trailed back across the footbridge to the car park, George said "That was not as bad as I thought it would be...." High praise indeed from someone who hitherto had said that trains are boring. I worry about that boy.

Having been there myself many years ago, I must congratulate all those involved in this event. Apart from the checking in hiccups, it was an extremely well organised event which I hope brought a lot of revenue and good publicity to the Museum. It deserves it.

By Christmas 2012 we will have six grandchildren. Don't even think about it!!

Vintage Transport Event - This was a new event for the Museum and one incorporating all aspects of heritage road transport, brought together in one place on May 6th and 7th.

By David Reeve

There was a good mix of historic road vehicles on site. Cars, motorbikes, lorries, buses and even a fire engine were on display – over a hundred vehicles in total.

Despite the wet weather, we fortunately managed to go ahead unlike some other venues. This was reflected in the fact

that there were a good number of both visitors and exhibitors on the Sunday in spite of the persistent rain. However, on the Monday, although the weather forecast was for rain it never materialised, and the sun shone for the majority of the time. This consequently resulted in the best turnout of the two days.

The cars included a Bugatti, 1947 Jaguar, Lotus Élan, 1968 MGB GT, 1956 Morris Minor, Triumph Vitesse, 1950 Riley RMA (pictured) and a 1981 Scimitar, to name but a few.



Motorbikes on display included BSA Bantams and a BSA Gold Star. There were also Royal Enfield and Harley Davidson machines. Also, about five double decker buses were on show and an Army Staff Vehicle that had been left at Dunkirk.

Some of our resident vehicles were there as well. They included Kevin Watson's Ford 300E Thames Van (known as "Trevor" because of its number plate), 103E Popular and E494 Anglia. Ian Reed's ex MOD Bedford Crane Lorry was also on display.

This event exceeded our expectations. It was also a fitting reward for many people who had worked hard to make it a success. All areas of the Museum were very busy throughout both days, including MiniRail and "Driver for a Fiver". It was very well attended with over 1100 people visiting over the Bank Holiday weekend, a welcome boost for both revenue and morale.

Above - Riley RMA (Andrew Wright)

Left - Former Wilts and Dorset Bristol VR, J1T 437N and former Westcliffe on Sea Motor Services 1939 Bristol K, A1N 825 (Bob Sharpe)



On Display at the Vintage Transport Event (Bob Sharpe)

Top Left: - Former Eastern National Bristol VR, KOO 790V.

Top Right - Former Eastern National Bristol LF, UVX 75.

Bottom Left - Former Eastern National Omnibus Bristol KSW, VNO 859.

Bottom Right - A Collection of Classic British Motorcycles on show.



Letters to the Editor

There were no letters to the editor received since the last issue of *Stour Valley Steam*

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.

Welcome to our new caterers -

Those of you who have visited site recently will be aware that the Catering provision has been vastly improved, Clare and Denise give some details below

Dear Members,

We are absolutely delighted to have Platform 2 Catering at the EARM and we are very proud to be part of something as special as the Museum and its community.

It has been wonderful to be made to feel so welcome by everyone and the help that we have had and continue to receive daily is just amazing. Team Wednesday did a brilliant job making tables for our carriage; the standard of workmanship is remarked upon very regularly by our customers who just love having their tea or coffee in such special surroundings.

Our aim is to provide delicious snacks and light meals using as much local produce and as many local suppliers as is possible. We make all our own sausage rolls, scotch eggs, cakes, pies etc. We also offer Brunch and Afternoon Tea (on vintage china) – Bookings essential for Afternoon Tea. Please come and see us the next time you are here. You can call 07526 568364 or email info@platform2catering.co.uk for more information.

*Kind regards,
Clare and Denise.*

A Request from Jaki Collison

Railway Bylines Collection 2006 – 2007

I am looking for a copy of this book, which is not currently in the Museum collection, particularly for the article on Marks Tey Brickworks.

If anyone has this edition and would be able to let me take a copy of the article, it would be much appreciated. Please contact me via the Museum, or via my contact details which can be found inside the front cover.

From the Boardroom

It has been announced that at The Board Meeting of East Anglian Railway Museum (Trading) Ltd on 26th June 2012 that Ian Reed was co-opted onto the Board of Directors.

Stour Valley Steam Through the Years

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

Stour Valley Steam 1972

NOTES AND NEWS AND POINTS OF VIEW – ADDITION TO STOCK

Sunday 26th March saw the arrival of 0-6-0 side tank locomotive No.7597 ex Central Electricity Generating Board, Rye House, Hertfordshire. She is a heavy locomotive weighing 52 tons 6-cwts in full working order and with a tractive effort of 27,039 lbs, locos of that class are probably the most powerful 0-6-0s ever built.

No.7597 was constructed at the Newcastle works of Robert Stephenson & Hawthorn Ltd in the Summer of 1949 and has always been in the ownership of the C.E.G.B.

When in 1971 C.E.G.B. decided to replace her with a diesel, the "7957 fund" was formed to preserve this unusual locomotive for the sake of Industrial Archaeology. It is hoped to restore the original livery of Indigo Blue with Gold outer and Red inner linings with Red buffer beams and coupling rods.

MODEL RAILWAY GROUP

Our small group of modellers in the tiny "N" gauge are now established at Chappel with their interim model of White Colne Station. Work on the model of Chappel is well under way and then the two sections will be linked. Permission to extend the Colne Valley Line into the Booking Office is sought (& refused!) regularly.

A further section to the south of Chappel with a scale model of the 1066ft viaduct continues to be a gleam in the eyes of the group, this will be for outside exhibitions etc.

The period is set as 1865-1972 and the intention is to start with stock from the present day and work back into history, depicting the development of the line in each operating cycle.

Proceeds go partly to the group to offset their (considerable) outlay, and Society funds. Group Leader - John Howie

Stour Valley Steam, 1982

NOTICE BOARD

Stock movements - Loco 7597 outwards to Loughborough (G.C.R.) on 9th. May. ex-Brighton Belle set driving coach to the Swanage Railway on 7th.

This last was an event not without a minor tragedy when a slightly delayed reaction by the rear transporter bogie steersman resulted in a ding in the bodywork. Replacing the damaged side panel, windows, glazing and a repaint was roughly estimated at £400. The damage to the building which was not as immovable as its constructors anticipated - exceeded a five figure sum. The delay in entering service on the Railway and the task of re-painting the whole of one side again so soon after completion was very disheartening to all involved in the restoration project.

Stour Valley Steam Summer 1992

“Jim Crow” offers some ideas about how the Museum in 1992 could set it apart from all the others.

Are you somebody who visits museums? As well as the entertainment aspects, they can be a source of inspiration for our activities at Chappel. Each museum has something unique which sets it apart from all others, and having seen some, a little sideways thinking will often come out with ideas for *our* Museum for the future.

Some examples may help illustrate this: The Armley Mills Industrial Museum in Leeds has a unique exhibit. They acquired eight or ten wagons and a couple of diesel locomotives representative of underground equipment used in coal mining.

Together with ancillary equipment, a bit of railway, a few sheets of corrugated iron and some bent girders they have created an above-ground replica of a section of underground railway that makes the visitor actually feel he is within part of a mining complex far below the surface. The equipment is in an unrestored state, which came at first as a surprise. The effect was powerful, and, thinking about it, would have been very easy to do and would have cost very little.

The London Transport Museum in Covent Garden has a unique exhibit. Within the old market building protecting the exhibits, they have created a small section of tube tunnel, within which is installed a set of points and an electric signal. Accessible to young fingers is a control box where a press of a button causes a hiss of air; the points smack over to the other position and the signal changes colour. It's noisy and fun: High impact, a little fiddly perhaps, but fairly low cost one suspects.

When the National Railway Museum went on tour to Swindon, they took, naturally, a selection of their enormous collection of beautifully restored coaches with them. Most of these coaches had mirror quality varnished paintwork. Impressive. But the vehicle that made it for me was not one of these at all. In the middle of this glorious aromatic varnish was a solitary Great Western six-wheel coach: tri-composite No.820 of 1887. This vehicle was in use until 1935, after which it was converted to a camping coach (which led to its survival). The point is that this coach was totally unrestored. What a contrast!

The impact was very powerful, the display dead easy to do, and the cost zero.

A final example, also in Swindon. The Great Western Museum contained ‘Lode Star’, a Dean Goods engine and a ‘Flying Banana’ railcar. The display is poor by modern standards, as the hall is too small for the visitor to appreciate their size. Attention focussed instead on a small table with a few bits and bobs thereon, with a sign saying “You may touch the items on this table”. One finds a handlarp, a railchair, a block instrument, a model of a milk van and a set of ticket clippers (among other things). The important part of the display was that the descriptive labeling was written in Braille. And what a powerful exhibit that became: Low cost. so simple, and (for me) a very strong impact.

Ideas for simple sideshows are germinating at Chappel. The Goods Shed Crane should be the most splendid: surround it with typical clutter and a couple of wagons! There is a plan to section a Mk.1 coach bogie, connect it to a brake cylinder and make all the brake rigging

clank about when one presses a button. There is talk of a signal display and a set of points which all work when one pulls a lever. There is a scheme for restoring a vintage platelayer's trolley - having done so it would be put on a plinth and surrounded with paraphernalia: signs, tools, nuts and bolts. a couple of chairs and a rotten sleeper!

Or how about a time machine - start at one end of a piece of rail with the 1856 LTSR chair; as one walks from one end to the other the fastening get younger and younger. until at the far end (today) lies a piece of concrete sleeper with Pandrol clips for fastenings. And one for the blind..How about a miniature locomotive boiler on a small display stand, the boiler being sectioned so that one may feel its working parts and may read the explanation alongside, printed in Braille. A suitable boiler does exist on the site.

Impressing the visitor is not related to how much railway, and how much equipment one has. It's what you do with it that counts.

Stour Valley Steam Summer 2002

History Repeats Itself - 2012 has been *Vintage this, and Dad's Army that*.but I'm sure we can all hear John Nash saying we did this already.....

Marketing Update - Forties Weekend

This new event - organised in conjunction with the East Anglian Fighting Vehicles Group - was a success, albeit if we had received a few more visitors it would have been even better! Thanks to the indefatigable Brian McGennity and Dave Goodridge, the public address system was overhauled and we were regaled throughout the weekend with Forties music. Even such staid elderly gentlemen as Malcolm Salmon were seen to be dancing! On the Saturday evening the Goods Shed echoed to the sound of the Galaxy Big Band, surely the first time we have had an eighteen piece band in there! An excellent evening's entertainment was enjoyed, which continued until well past midnight. A buffet was also served, and thanks to all concerned with the arrangements for this. Sunday saw a wide range of vehicles and army equipment on display, which were of great interest to members and visitors alike. It looks like this will become an annual event, and is certainly one not to be missed. Very special thanks must go to Bill and Pat Morris and all their friends from the EAFVG and to John Nash and Peter Martin for co-ordinating the event at the Museum.

Volunteer Code of Practice

Basic guidance on staying safe and avoiding risk in a dangerous environment.

1. Take care in whatever you do. Act reasonably and take this guidance into account, and you should stay safe and risk-free. However, it is important that, whatever you are doing, if it is of a technical nature, you have the appropriate approvals and safety clearances and your competence to do the job has been verified.

2. Think about your safety and the safety of others around you. Make sure your presence on site is known about and recorded in the signing on book, and be sure you sign out in the same place when you leave. Before you do anything it's a good idea to take some time to think about the risks it could pose to you and to others. If there is a risk, think about what you can do to reduce it. You will be required to complete formal safety training before doing certain tasks.

3. Involve other people. Before you do something, think about who else it might involve or have an effect on. If you've noticed something needs doing, chances are somebody else has too. By talking about it with others, you're more likely to identify potential problems – and be able to solve them.

4. Ask for help and information. Before you decide you can't do something or you're putting yourself at risk (either physical or legal) look for information. If you have concerns about Health & Safety, ask for help.

5. Be clear about what you are and aren't responsible for. This should involve no more than referring to the appropriate Head of Department, or the General Manager, or any Trustee for guidance. As a general rule, remember you are an ambassador for the Museum and your activities should protect the Museum's assets and promote a positive public perception of our operation.

6. Check your insurance cover. Although many household policies will cover some activities, the Museum's own insurance is more important to you as covering any activity you are carrying out WITH APPROVAL. To be covered by the Museum policy you must have current membership and you must be acting in a responsible manner.

Last Call - *Stour Valley Steam 153*.

We hope you have enjoyed the new sized *Stour Valley Steam*. Whilst it is sad that we will now only be producing two magazines per year we hope that the increased number of pages has made up for this. Yes it now costs a little bit more to post, but in some cases this is the only contact members have with the Museum and the reduced printing costs allow a more in-depth magazine with some better quality articles to give you a better magazine overall.

With the revised production schedule the next magazine, *Stour Valley Steam 154*, will now be produced in February 2013, in time to go out with the AGM notices. Any articles for inclusion should be sent to The Editor (contact details on the inside cover) by 31st December 2012. Finally before we go, our thanks go to Linda Robinson for the extra hard work she put in at short notice collating the mailout for *Stour Valley Steam 152*, made more difficult by part of the shipment going missing, and the need to get the AGM notices to members in good time.

Events Diary

September

Tuesday 4th 26th Chappel Beer Festival (Evening Only)
North London Branch: Peter Watson - Transport Slide Miscellany

Wednesday 5th 26th Chappel Beer Festival

Thursday 6th 26th Chappel Beer Festival

Friday 7th 26th Chappel Beer Festival (Evening Session is Pre-Booked Tickets Only)

Saturday 8th 26th Chappel Beer Festival

Saturday 22nd Small Engines Event

Sunday 23rd Small Engines Event

Wednesday 26th South West Essex Branch: Transport on Film – 50s & 60s By Alan Willmott – Windjammer Films

October

Tuesday 2nd North London Branch: Peter Greatrex - A New Zealand Railway Evening

Friday 5th Colchester Branch: AGM Followed by a presentation based around photographs taken by the late Bob Hammond - Mainly Local 1960s & 1970s

Saturday 27th Mini Rail Gala and Mini Driver for a Fiver

Sunday 28th Mini Rail Gala and Mini Driver for a Fiver Plus Gauge One Model Display

Wednesday 31st South West Essex Branch: Steam & Diesels in East Anglia 1950 -1965 By Roger Green

November

Tuesday 6th North London Branch: TBA

Sunday 6th Vintage Transport Day & Driver for a Fiver

Monday 7th Vintage Transport Day & Driver for a Fiver

Wednesday 28th South West Essex Branch: Docklands Light Railway By Geoff Mitchell
General Manager Signalling and Systems – SERCO Docklands

December

Sunday 2nd Day out with Thomas and Santa

Tuesday 4th North London Branch: David Alison - The R. W. (Bob) Todd Memorial Presentation 2012

Friday 7th Colchester Branch: 30 Years of Railways in East Anglia by John Day

Sunday 9th Day out with Thomas and Santa

Wednesday 12th South West Essex Branch: TBA

Sunday 16th Day out with Thomas and Santa

Sunday 23rd 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 meet at the New Windmill Hall, St. Mary's Lane, Upminster, Essex

Back Cover: N7 69621 at the Colne Valley Railway

The Museum's N7 leads its train back into the station at the Colne Valley Railway on 26th May 2012 during their 150 years celebration. (G.D.King)



9770307482008