

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION



Principal Officers of the Museum

Vice President	Ian Reed
Trustees	<p>Peter Martin (Chairman) 24 Montrose Avenue, Gidea Park, Romford, RM2 6RH, Tel: 01708 740149, reception@earm.co.uk</p> <p>Mark Cornell 24 Ashbury Drive, Marks Tey, CO6 1XW, Tel: 01206 211202, Mark.Cornell@earm.co.uk</p> <p>Jeff Kilpatrick 9 Green Close, Chelmsford, CM1 7SL, Tel: 01245 256567, Jeff.Kilpatrick@earm.co.uk</p> <p>Ian Reed Adelphi Lodge, Moor Road, Langham, CO4 5NR, Tel: 01206 273460, Ian.Reed@earm.co.uk</p> <p>Mike Stanbury (Secretary) Beechcroft, Station Road, Wakes Colne, CO6 2DS, Tel: 01787 224724, Mike.Stanbury@earm.co.uk</p>
Trading Directors	<p>Jeff Kilpatrick (Chairman)</p> <p>Mark Cornell (Publishing and Retail)</p> <p>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, CB21 4LD, 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>
<p>Head of Departments</p> <p>Chair, Loco, & H&S</p> <p>Carriage & Wagon</p> <p>Signals</p> <p>Estates</p> <p>Workshop</p> <p>P Way Advisor</p> <p>P Way Foreman</p> <p>Telegraphs</p> <p>Curator & Displays</p> <p>Marketing & Publicity</p>	<p>Peter Martin - Details Under Trustees</p> <p>Brendan Sothcott - Details Under Members' Council</p> <p>Mark Cornell - Details Under Trustees</p> <p>Ian Reed - Details Under Trustees</p> <p>Allan Robinson - Details Under Members' Council</p> <p>Nick Ridgway - 01245 382626</p> <p>Chris Hoser - 07833 510271</p> <p>Brian McGennity, 01245 460131, Brian.McGennity@earm.co.uk</p> <p>Jaki Collison, Jaki.Collison@earm.co.uk</p> <p>Mark House, 40 Broadway, Silver End CM8 3RA, 07808 772174, Mark.House@earm.co.uk</p> <p>Nigel Hull, 126 Coval Lane Chelmsford CM1 1TG 07850 243459, Nigel.Hull@earm.co.uk</p> <p>Rob Boyce, 279 Bramford Lane, Ipswich IP1 4EU 07899 841039, Rob.Boyce@earm.co.uk</p> <p>Keith Chadwick, 163 Mile End Road, Colchester, CO5 4DB, Keith.Chadwick@earm.co.uk</p>
Magazine Editor	<p>David Reeve 224 Old Heath Road, Colchester, CO2 8AX, 01206 793923 svs@earm.co.uk</p>
Membership Secretary	Linda Robinson - Details as per Allan Robinson

STOUR VALLEY STEAM

EDITORIAL

We now stand at the start of a new season, whilst also being able to look back at 2012. Along with the stagnant economy, surely the appalling weather could have presented us with a big problem. This might have played havoc with our event programme but everyone rose to the challenge and in the end, most events were hardly affected.

My own wish list for the coming year would include the final completion of the Pooley Van, a vehicle associated with the earliest days of preservation at Chappel. Substantial progress on restoring the Railbus to full operating order, both internally and externally would be satisfying, as well. Continued contributions to the latter's restoration will undoubtedly speed the process so you will find yet another appeal inside this magazine.

Several areas of the Museum have made some real progress in the last year. Thomas and the Beer Festival seem to be back on track and some of our other major events have shown great commitment and enthusiasm by the organisers. That they were sometimes hampered by the weather seems not to have dampened their enthusiasm and commitment.

One of the most successful general events in the second half of the year was "War on the Line", of which there is a full account inside. There is definitely something to build on here, with the potential for it to become an annual affair. Generally speaking, we need to improve our marketing of these special events, but steps are being taken to address this.

Finally, on behalf of the Museum, I would like to wish a Happy New Year to all our readers, and a special thank you to all who have contributed to the production process of this magazine in the past year.

David Reeve - Editor

STOUR VALLEY STEAM

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

Editor: David Reeve

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

SPRING
2013

Volume 43
Number 154

CONTENTS

2012 Retrospective	2
War on the Line	5
Words from the Works	7
Mini Rail Update	8
Membership Matter	9
Express News	10
A Day at the Station	14
Team Wed Update	16
View from the 'Box	18
Lawrence Baker	21
Plumb Loco	24
Letters to the Editor	27
Gems from Collection	28
DRB Appeal	28
Like us on Facebook	29
Critically Endangered	30
Branch Lines	32
Takeover Day	36
SVS Through The Years	38
Last Call	44
Events Diary	45



Front Cover:

**The Home Guard Take
Control at the War on the
Line Event**
Lawrence Beeching

2012: A Retrospective – A look back at the goings on at the Museum during 2012.

By Ian Reed

Looking back at last year I can only say ‘what a year that was’. It was an exciting start, with the project to build a dedicated storage shed and place a solar panel installation on the roof moving forward at pace. We had obtained planning permission, finally got agreement on a connection to the National Grid and installed a duct route across site from the footbridge almost to the site of the building in the lower orchard.

The deal was that in return for signing an agreement with a developer they paid half the cost of the building and we allowed them to install the solar panels to sell the electricity generated for 25 years. At that point the whole installation would become ours. Unfortunately, just when we were ready to sign the agreement and apply for Building regulation consent the developer withdrew. This was because the Government arbitrarily cut the price per unit paid for the electricity by nearly 40%. We spend some months trying to find other investors but by autumn had to admit defeat.

Also early in the year our outline planning application for the 10 year development of the Museum had to be withdrawn because of planning objections. The issue hinged upon the security of tenure of the fields to the west of the station bordering the Bures Road which we have had under lease and licence for car parking since early in our development of the site at Chappel & Wakes Colne station.

The one good thing that came out of requesting the owner of the fields for some longer

security was that they decided they would finally sell the land to us, which for nearly 40 years they had refused to do. The down side of this development is that we now have to raise £80,000 to purchase the land and then undertake some works to enable all weather parking. As the year closes, our solicitor is resolving some final issues but we expect to be able to close the deal shortly, but of course that means payment is due. Therefore any offers of donations or regular month giving would be much appreciated at this time. Details of how to do this are included in the Magazine posting.

It would be fair to say that because of objections from some within the local community the task of obtaining planning permission has been made significantly harder for us. However, we will not let these obstacles prevent the Museum from becoming sustainable and thus ensure that the hard work of the last 43 years continues for a long time to come. We therefore duly resubmitted our planning application towards the end of the year, within the 12 month deadline, to avoid having to pay the planning fees a second time. We are hopeful that we will know the Planning Committee’s decision by the time of the AGM.

On the site however it has been a much happier story, with new events and more restoration work completed. Despite the recession we managed to improve our financial position although event admission monies overall did fall. What has helped particularly was the increase in income from facilities hire of the Goods Shed, and the site generally, for wed-

ding receptions and parties with over £26,000 generated in a year.

The work of early 2012 on the N7 to obtain a boiler ticket and make the locomotive sound for outside hire led to it going to the Colne Valley Railway for their celebrations in June before going on long term hire to the Churnet Valley Railway immediately afterwards. In 2012 the N7 steamed on over 70 days, helping to pay back the costs of overhaul in 2010/1 and the repairs in 2012. We now look forward to a period for 2013 with the loco generating some funds towards its next major overhaul due in 2015.

Dear old No.54 aka ‘Thomas’ continued to do sterling work both at the Museum and on outside hires, contributing nearly £30,000 in savings for our events and income from other railways. We had been experiencing problems with persistent leaks on the boiler stays to such an extent that we sourced a spare boiler during the year with the intention to fit a new inner firebox to that and then swap it with the current boiler on 54. In the event, the owner of the spare boiler messed us around for six months during which time a method was found of reducing the stay leaks. We have subsequently cancelled the acquisition of this boiler.

All this has meant that at times the only operational locomotive at the Museum has been ‘Jubilee’, which is not ideal for Railway Experience courses. Work has restarted on locomotive No.11 with a view to getting this back in action during 2013. Again, it is an 0-4-0 like ‘Jubilee’ and it has become clear we could do with another 0-6-0 locomotive – preferably



A birds eye view of the August 2012 Thomas Event (Keith Tomlinson)

one that in turn can take over duty as ‘Thomas’ when 54 comes out of service. Despite the many 100’s of ex industrial locomotives standing unloved and un-restored around the country, actually finding one for sale is remarkably difficult, but we will keep looking.

Our Transport Extravaganza Event went remarkably well in May and brought in many new visitors, so it has become an annual event going forward. Similarly our Dad’s Army event proved very worthwhile and we are making this annual too, for early August. Days Out with Thomas continue to be the main money earners for the Museum. Although Easter was rather disappointing, we returned to form for August and exceeded expectations for December.

The Winter Beer Festival is now set to be a regular annual affair with a modest but helpful contribution to Museum Funds in our quiet months. The Cider Festival was less successful and after discussion with CAMRA, whom we involved in jointly organising the Cider Festival three years ago, we decided to bring this back as a solely Museum organised event for 2013. Finally the big September Beer Festival made a welcome return to reasonable profitability, with a lot of effort on cutting costs improving the contribution to Museum funds.

During the year we appointed Platform 2 Catering to take over catering at the Museum and they started with a baptism of fire at the DOWT Easter event. Whilst there have been challenges, nevertheless it has resulted in a quality catering offer 360+ days a year with a profit sharing arrangement in place that enables the Museum to benefit from their off site business and specialist pop up kitchens. These have visiting chefs, bringing in people who would not normally visit the Museum. We look forward to working with P2C in the year ahead to develop group visits and have more themed restaurant evenings.

The final shopping-out of the Mk1 TSO to join the BCK and SK meant we had a rake of three restored Mk1's to show with the unique dual livery approach. The coaches have benefited from the internal restoration efforts of Team Wednesday and the external work of Lee Sharp. Subsequently, thanks to a Gift Aid donation to cover the costs, restoration work commenced on the BS which has languished in the sidings for over 15 years. A lot of work has now been done with the exterior virtually complete and Team Wednesday are now working their magic on the interior.

The acquisition of the Waggon und Maschienenbau 4-wheeled DRB early in 2012 was reported at last years AGM but work has now started in earnest on its restoration. Underneath, the spanner brigade have been able to get the engine running smoothly only to discover very high oil pressure, the cause of which we still need to resolve. Work on other mechanical systems is planned but the biggest challenge is yet to come when we tackle the electrical systems.

Meanwhile, internally, Team Wednesday have yet again stripped out the seats, floors and walls to enable Lee to work his metal magic on the corroded areas at both ends and around the doors. The plan is to get the vehicle back in service for our Diesel Days in

October this year if possible.

We had a number of staff changes in the Visitor Reception Centre and we were sad to see David Wenden leave following a heart attack but very pleased to see him back in a voluntary capacity as Capt. Mainwaring in our 'Dad's Army' event. He was so good we asked him back for this year too!

Also in 2012 we were fortunate to be able to gain an employment grant to enable one of our volunteer members to work part time for us during which time it became clear his skills on the painting and decorating work merited consideration for an apprenticeship when his employment grant finished. We look forward to building a relationship with West Suffolk College who provide the structured training and we have been complimented by them on our support as well as the unique challenges our site provides.

After many years of promises of a revised Rules and Constitution for the Museum, the Trustees have approved a revision which takes into account much legislation and new rules, and is on the Members' web site area for you to study prior to the Extraordinary General Meeting, where it is hoped you will vote for its adoption.

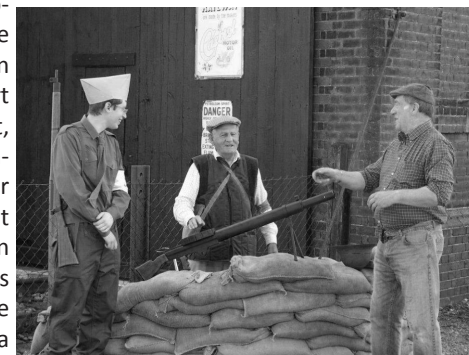
Overall then, I may have missed out lots of the smaller projects that underpin the Museum, and the efforts of all those who keep the show on the road from Marketing to Operating, Engineering to Estates, but if you really want to know more feel free to join in. Drop me an email or catch me most Saturdays on site and together we will make 2013 even more memorable. Hopefully you will be at the AGM in March so we can tell you how our Heritage Lottery Grant application is progressing, in addition to our plans for the coming year.

War on the Line - The Museum is always looking for additional sources of income to supplement our "Thomas Days". It was decided earlier in the year to try a Wartime Theme, supported by the Dad's Army.

By David Rose

Background

During the Spring, a story developed around the theme of Chapel & Wakes Colne Station being taken over for the war effort with, you guessed it, the Home Guard centre stage. Uncle Peter came up with a script involving the Platoon in several re-enactments which could take place throughout the day - a good start. Behind the scenes, a lot of effort was put in to establish what would be needed



Bill Culley gets ready to deal with a nuisance Trustee (Pete Martin) whilst Peter Robinson looks on (Lawrence Beeching)

on the day, to create the "wartime" site. Many thanks to Michelle who identified everything that would either have to be bought, hired or made. Fortunately, thanks to Ian and Karen, we were able to gain the use of Jones's van. We were also able to obtain the services of two of the original cast from the TV series; namely the Vicar and Mrs Fox. (The contact for this was made via Tony and Pauline who help us with the Thomas children's entertainment events). Finally, as a bonus, we were also able to get support from the Barmy Army Theatre Group, who could supply four fully uniformed soldiers to us.

The essential framework was now in place, but what else did we need? The list grew very quickly to include uniforms, 1940s paperwork, air raid shelters, sandbags, rifles, and bombs etc. Team Wednesday asked how they

could best help, and took on making the rifles, Lewis Gun (thanks to Chris), anti aircraft guns, and several bombs. After a lot of discussion, a design arose for converting the A1/B1 buildings into temporary air raid shelters. (See pictures for the results). Unfortunately, Ian wanted sandbags as well. I think in the end about 160 were filled, which were put around the air raid shelters and the Lewis Gun.

Slowly getting there now, but what about the characters? Not so easy to resolve. After lots of soul searching, it was decided to let the Barmy Army Theatre Group be the main body of the Platoon (they had all the gear) and foolishly three of our members volunteered to be three of the main characters: more on that later. A dummy run through took place a week before the event to check the running order - no turning back now - all systems go.

On the Day

We arrived early and it was soon clear that the costumes and turnout of many of our members was very impressive. All the men in uniform and ladies dressed in styles appropriate to the period. Many thanks to all those who took part.

The Goods Shed filled with other organisations who perform "live" 1940s Weekends as

a hobby; again, all dressed in the right period and showing many wares of the times.

Jones's van arrived (driver dressed as the butcher) and the platoon assembled ready for action. It soon became evident that we were on to a winner with David Wenden leading as Captain Mainwaring - he was as good as the original, - myself (Pike) and Nigel (Walker) just followed his leads throughout the day. Well done, David, you were a star.

We were off now, with the Platoon loaded into the van for the bumpy dark trip to the front entrance of the Museum, where to Jon the Station Master's dismay, the public saw for the first time that the station was being seized by the Home Guard. Over the bridge and marching in file down Platform 2, the Platoon mingled with the visitors, encouraging them all and especially the children, to hold the rifles for photo opportunities.

The rest of the morning was taken up acting out a scene on the goods train, using a dodgy aircraft gun obtained on the QT by Walker for a few nylons, fruit etc. The guard (Mark), was none too pleased at his train being taken over by Mainwaring's crew. Off they went on the train to defend the station, not knowing they had forgotten the ammunition for the gun. Captain Mainwaring, now fuming, sent Walker, and some of the platoon, off on the

pump trolley, to retrieve the ammunition. This was all in vain as in true Dad's Army tradition, Walker had forgotten to obtain the firing pin! David's approach and dialogue to this was well orchestrated and enjoyed by all.

Over lunchtime, two of the original cast arrived and were a very popular attraction, talking and signing autographs in the Goods Shed. Unfortunately it rained, but it did mean that all those who took shelter in the Goods Shed joined in the activities there - dancing, crafts displays and patronising the stalls. After the rain, the air raid siren sounded and everyone was evacuated to the air raid shelters.

This gave the Platoon time to put in place the "unexploded bombs" for the next re-enactment. There were three, one on the pump trolley, a second sticking out of the ground and the third dangling from the Goods Shed roof.

As the "all clear" signal sounded, everyone emerged from the shelters to be greeted by a fly past of a Spitfire and a Hurricane. The majority of the public were amazed at how we managed to arrange this and we didn't admit that it was a pure chance that Duxford had a display nearby!

Mainwaring and crew proceeded, in confused manner, to attempt the task of disarming the three bombs and from this point on the script went out of the window. Pike and Mainwaring then made it up as they went along, having great fun and at the same time giving the public a good laugh. Once the bombs were "safe" and the members of the Platoon had convinced themselves that they had saved the station, Captain Mainwaring marched them all home.

Conclusion

I'm afraid there is a lot I have left out, but that was the gist of it and the most I can remember about the day.



The Air-Raid Shelter (Lawrence Beeching)

Words from the Works - Here is a brief rundown of what is going on in the Restoration Shed

By Allan Robinson

54 (aka Thomas):- Winter work has involved replacing the main steam pipe in the smoke-box, as the old one has worn thin. A new steel one has been made to replace the original copper one, and various other bits have been attended to. Clack valves, vacuum non-return valve and vacuum exhaust are all fixed; various leaky stays have also been chalked up.

Jubilee:- New lubrication points have been added by John Bicknell to the piston rods and slide bars as these used to run dry. The loco is also being prepared for its annual boiler inspection.

No 11:- A start has been made on its 10-year boiler overhaul. The fire-hole ring has been rivetted up and the flue tubes removed. The main steam pipe, which was found to be rusted through, has been removed and a new one is being manufactured. If all goes well it hoped to have her back in steam later in the year.

N7:- has performed well this year up on the Churnet Valley Railway It is now out of traffic for maintenance work including fitting new L/H piston rod and piston packing. Some minor boiler work is also required.

DRB No. E79963:- We have had the railbus' engine running but there is a problem with the oil pressure which still has to be sorted out. Once this has been done, the electrics need to be completely overhauled. Meanwhile, the interior has been stripped out by Team Wednesday and the vehicle moved into

the shed for Lee to start on the bodywork.

The Winesham ("Chapel") Coach:- The body has now been separated from the under-frame and placed on the gas tank wagon chassis. This has allowed access to the under-frame so that it can have new headstocks made and fitted. The east side sole beam has been repaired by Kevin Watson, our resident carpenter. Meanwhile, Brian Sermons has been sorting out and cleaning up all the bits needed to turn the vehicle into a running chassis. New W irons are being made as we do not have any suitable ones in stock.

Pooley Van:- This is nearing external completion. The roof has been re-covered, sky lights fitted and the exterior has been painted by Linda Robinson. Kevin is now making and fitting the beading; once this has been done the van can have the final coats of paint, prior to it going outside.

Restoration Shed Doors:- Re-sheeting the shed doors is progressing, After many years of service a number of slats were beginning to fall off and the doors themselves were becoming increasingly difficult to open and required a major overhaul.

We are covering the doors with a lightweight metal cladding that should hopefully prove to be more durable and enable us to move the doors more easily. It is hoped to have this job completed by the Spring.

Movements on the Miniature Railway -

Since the last MiniRail Update, there have been, as always, many jobs completed and even more created.

By Tim Rice

The railway now has a second station at the south end of the site, with not one but two platforms! (Mainly to help with the morning peak!) This gives the customer a great opportunity to don the binoculars and gaze over the beautiful view of Chappel, the Colne Valley, and beyond. It also finishes Part One of a multistage project to complete the railway to full running order and provide a safe reliable service. The next stage is to construct a turntable at the south end, eliminating the need for our engine to run backwards.

For some months now passengers have had the chance to ride on a steam hauled train as well as the standard electric. Last November the museum welcomed the arrival of the much anticipated seven and a quarter gauge locomotive "Frederick", owned by myself. Frederick (named after my youngest brother) has been hauling trains all year round settling in nicely to its surroundings and proving to be a very useful engine indeed! However this has not been without one or two hiccups along the way. By now Fred should have had its first annual boiler inspection - touch wood! The annual Day Out with Thomas event in August came at a price this year, as by the end of play on Day Three not one locomotive was in full working order! As always things are sent to test us; however, this time round those engines were being particularly naughty! Nevertheless, the event was enjoyed by both the volunteers and the public alike with passenger trains running continuously throughout. October is usually a quiet month and No-

vember can be even worse. However, not so this year, as scheduled into the Museum's year planner was a two day Miniature Railway Gala. This gave the team a blank page to work with and before long ideas were being thrown around as to what do we do for two days. Well, run trains obviously! Yes but this is a Gala so it has to be that and something more. We are limited as to what we can run and how much so the idea of a freight train was born. Before long a mixed-goods train was formed of a flatbed, a tipper wagon, a box van, and a coal truck.

Now a Gala also means many engines and somewhere off in the distance work was steadily progressing on "Charlie", the Museum's resident steam engine. Many thanks must go out to Allan Robinson and Dave Mordecai, as by the eve of the gala "Charlie" was sitting in the shed fully certificated, and ready to roll at last! The Saturday saw very few visitors, and much in the way of rain, so once every one was wet through we declared it a washout. Sunday brought drier skies with outbursts of sun and trains run constantly throughout the day hauling a fair few passengers in between freight trains. A great weekend was had by all and we intend to make it a great success in July next year!

Facebook is a wonderful tool in the world of media and socialising so of course in order to broaden our horizon and keep the world up to date on the latest goings on we have our very own Facebook page. Keep up to date with current engineering projects,

events and the latest new by joining our group! Just search for "East Anglian Railway Museum Miniature Railway." (See article by Duncan Reed elsewhere in this issue.)

As always there are many jobs still on the list that require someone to turn their hand to including metalwork, woodwork, track work, maintenance, repairs, overhaul, cleaning and new projects. Or if you are good at throwing paint brush around then come-on down! Our main goals for the coming year is expand on our track work and improve our stations and their facilities along with better services for our engines outside the shed.

To round the year off nicely, we pulled the engines out once more for our annual Thomas and Santa events with our tunnel now fully commissioned thanks to Team Wednesday. It is proving to be very popular with all the passengers and a much needed storage facility for our rolling stock.

So we now move on to our low season with many jobs on the list. Watch this space!

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 was published:

Martin Adderley, Ian Ainsley, Richard Allman, Tallon Avery, Graham Bell, Harry Brooks, John Coffin, Michael Cook, Wesleigh Dawsmith, Mark Evershed, Tim Goate, Mr & Mrs Goate & Family, Andrew Godfrey, Peter Green, John Grimsey, Chris Hallam, Stuart Hodge, Ms W Hodgkinson, Peter James, Robert Kimber, Gary Lisseman, Samuel Pattman, Martin Perry, Peter Reynolds, Rodney Sawtell, Alan Summerland, John Tracy, Richard Wansbury, Andrew Watson, Kevin Watson and Caren, Joshua and Samuel, Philip Webb, David Wenden, Simon Westbrook, Thomas Wing.

There were no reported deaths from amongst the current membership but the Museum is saddened to announce that former member Lawrence Baker has passed away. There is a short obituary to him in the Magazine. LATE NEWS. We have also just learnt of the death, on 11th January, of former member Les Buist. Les was associated with the restoration of the 4MT Standard Tank locomotive No. 80151, both at Chappel and subsequently on the Bluebell Railway. He did however carry out a lot of other valuable restoration work, particularly on the N7. Our thoughts go to his wife Beryl at this time.

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. It was also particularly encouraging to see some recently joined youngsters volunteering to do various different jobs in all kinds of weather. Thank you again.

Gift Aid. We are making good progress collecting a new up to date Gift Aid Form from our Tax Paying members, which should enable the Museum to include subscriptions in the Annual Claim. If we have not obtained this from you yet, and you pay either Income Tax or Capital Gains Tax, please consider completing a form when next renewing your membership. Thank you.

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

2013 EVENTS CALENDAR AND PROMOTIONAL LEAFLET (THE EDITOR)

The events calendar for the coming year has now been published, and at the time of writing the Museum's main 2013 promotional leaflet has been sent off for printing, having been produced by the *Stour Valley Steam* Editing Team. All being well you should have received a few copies with your magazine, please pass these onto those you may feel are interested in our events to help spread the word.

2013 ANNUAL GENERAL MEETING

Although you will have received a copy of the AGM notice with this magazine, we would like to remind all members that the 2013 Annual General Meeting of the EARM Group of companies will be on 9th March 2013 in the Goods Shed.

MUSEUM CONSTITUTION (THE TRUSTEES)

The Trustees have recently agreed a revised constitution for the Museum, which it is intended to put before the members for adoption at an Extraordinary General Meeting to be held prior to the Annual General Meeting proposed to be held in March 2013.

This revised constitution has been put on the Members' Section of the Museum's web-site, so please have a good look at it. If you have any concerns on any aspect of its contents, please don't hesitate to contact Museum Secretary Mike Stanbury on 01787 224724 or mike.stanbury@earm.co.uk, when it may be better to discuss and clarify any queries, rather than taking up time during the meeting.

HEAD OF DEPARTMENT CHANGES (ROB BOYCE)

Following Malcolm Margerison's decision to step down as HoD for MiniRail some weeks ago it was fortunate that Keith Chadwick stepped out of the long grass (where we are told he was looking for his phone before he ran over it again) to volunteer for the post.

We would like to take this opportunity to thank Malcolm for stepping into the breach some time ago when Minirail found itself leaderless. Despite a difficult time for the department with challenges over motive power, infrastructure repairs and building issues MiniRail continued to operate and whilst direct takings were down the facilities hire fees and benefit of the attraction during DOWT continued to contribute to the Museums operations.

It is pleasing to record that Malcolm will continue to play an active part as a member of the MiniRail team and work with Keith on taking MiniRail forward into 2013. We welcome Keith to his new role and we are sure that all members both current and prior active participants of the



MiniRail team will find him a supportive and energetic leader whilst ensuring that we all pull together to make the Miniature Railway an exciting and rewarding aspect of operations at the Museum.

FLEET NEWS (ROB BOYCE)

54 - aka Thomas – has been to the Kent & East Sussex Railway, Bressingham, the Colne Valley Railway and ZLSM in Holland. It also did an emergency stint at Didcot whose hire Thomas had broken down. If you look how much it saves the Museum from not having to hire in a Thomas plus transport it makes sense to invest in this loco for the future. Any offers of help with the boiler and urgent repairs to 54 during January please contact Allan Robinson as soon as possible.

N7 – after nearly eighteen months of challenges with boiler and mechanical repairs it went out on long term hire to the Churnet Valley Railway in June and has seen over sixty days service since then. We hope to see it working for another two years on hire to raise some of the money required for its next major overhaul now it has finally paid back its 2005 overhaul and subsequent repairs.

Acquisitions - these have been numerous this year, with the Diesel Railbus, the VGA wagon and a 60ft Bogie Bolster to go with the P&T 12 ton crane we acquired in 2011. We were donated the former 1970s Crystal Palace station atrium, and potential uses are now being examined – but it was too good an offer to turn down.

Initial work on bringing No.11 back to operation to complement Jubilee gives us hope that we can field two or more steam locomotives at some events in 2013 despite 54 and the N7 being away on hire.

NEW ADDITION - not generally known about is a new addition to the Museum locomotive fleet in the form of a Hunslet Barclay 0-6-0 diesel hydraulic shunter works number 7018 of 1971. This loco was better known as Colonel Tomline and worked at Felixstowe Dock until wheel bearing problems put it out of action, and the loco was donated to the Museum earlier this year. Whilst at Felixstowe it was registered for use on Network Rail with the TOPS number of 01 531. With a Caterpillar 640hp engine and a weight of over 64tons it is no lightweight. It has been taken to Derbyshire where it will be returned to working order, then hired out to amortize the cost of repairs, which may enable it to be hired for further industrial use to the benefit of the Museum. It is to remain in the Felixstowe Dock and Railway Company livery of blue and white. It may return to the Museum for special occasions.

It started life with the National Coal Board Western area as No.80, and was purchased by the Felixstowe Dock and Railway Company in 1999, normally working at the South Container Terminal. The Museum are grateful to the Felixstowe Dock and Railway Company for their generous donation.

NEWS ON THE LOWMAC - It isn't an LNER Lowmac; it is an LMS 25ton Implement Truck No. 700704. Now, there's a surprise. This came about as it was built for the LMS in 1944 as a war-time order by the LNER, as the LMS workshops were too busy with war work. It was wholly to LNER design, but took LMS Diagram No.P54A. It was no doubt its LNER origins that latterly took

it into departmental use at Doncaster as a crane runner. Its restoration is now well under way.

VOLUNTEER GUIDES WANTED (IAN REED)

We are looking for volunteers to join a small and select group to act as guides for groups and parties coming to the Museum. We hope to persuade Roger Pitt to provide training, the incentive being that he is called upon to do most of the guiding at the moment and as we hope to increase group visits next year we need a larger pool of volunteers.

Generally a guided tour takes around 45mins to an hour and you don't need to be an expert on everything railway indeed it might help if you are not as it avoids getting into too much detail with the anoraks and losing the interest of the rest of the group! If we can get four or five people together for training that would be brilliant so please pass this on if you can think of anyone else who might be interested and willing to have a go. If you are interested, please contact Ian Reed at the Museum or by e-mail at ian.reed@earm.co.uk

CAR PARKING

Following nearly forty years of renting part of the field outside the main station building and using the other parts of the field on an occasional basis the land was put on sale this year. This is financially challenging but we have to secure these to provide future guaranteed parking for the Museum and also to keep the character of the site. We have to borrow the finance to purchase this land but the alternative was to face potential closure. This just means that we have to work harder in 2013 to fund these loans but with your help we believe we can do it.

VOLUNTEERING (ROB BOYCE)

Despite all the gloom and doom that often portrays a reduction in the number of people volunteering in society the Museum has bucked the trend this year. Overall our working membership has increased and our volunteer turnout at events has improved as well – as said before we cannot do it without you! An especial thank you from Rob Boyce, the Traffic Manager, with a little illustration of how well you respond. On Saturday 22nd December, an e-mail was sent out at 1612 requesting volunteers for a duty the following morning: this resulted in three offers at that short notice. It shows the commitment that our members give, so a very big thank you to you all.

FACEBOOK PHOTOGRAPHS (DUNCAN REED)

I'm finding it hard to take photos and give regular updates on Facebook, of the constant and vital work that happens around site. If there are people who don't mind taking the occasional photograph of their work, or progress of their work, and emailing it to me at reedd@live.co.uk it would be much appreciated. I'm looking for anything from small conservation projects, and annual maintenance to updates of the long term restoration work that happen around site.

Editors Notes

STOUR VALLEY STEAM BACK ISSUES.

Some of you may have noticed that Stour Valley Steam issues nos. 150 – 153 are now to be found in .pdf computer files in the Members Area of the Museum web-site. They are available for downloading on a private use basis. It is our intention to add to this on an ongoing basis.

It may also be possible to find full versions of some magazine articles there when we have had to shorten them for reasons of space considerations or content.

We would also be interested to hear from anyone who has any .pdf files of Stour Valley Steam for issues prior to SVS 150.

STOUR VALLEY STEAM CONTRIBUTIONS

If you have not written anything for the magazine before, new contributors are always welcomed. By all means contact me about potential articles, and between us the Editorial Team can help you through the process. It is not so daunting as many believe.

There must be other people out there with something interesting to say, and we are happy to type from your manuscript if computers aren't your thing. Our readers would be sure to welcome a new voice, particularly one with something nostalgic to recall about the railways in our area. These dark winter nights provide an ideal opportunity for putting pen to paper or two fingers to keyboard.

Pictures always brighten up an article and we therefore welcome photos to accompany your text. However, we must stress that in order to reproduce them in the magazine we must receive them in an unedited format. The best way to ensure we can use your photos is to send the original version as downloaded from your camera.

Trade and Transport Event Appeal

The Museum is collecting props for the Trade and Transport Event on the weekend of July 13th and 14th.

This is intended to feature a series of 1950s – style shops including a tobacconist, hardware store, and a general store. We are looking for suitable stock and equipment for these premises, which could be either donated or loaned. If you think you may be able to help, please contact Kevin Watson on 07952 059284.

Railbus Photo Appeal

Jaki Collison is looking for photos of 4 wheel railbuses, at work in this area in BR days.

During the coming year I am aiming to put together a photographic display on rail buses in this region, to add to the ones already in our possession.

Does anyone have any photographs I could use, that were taken in pre- preservation days? Images would be great if they are scanned at a minimum of 300dpi, preferably 600dpi. Please email me at jaki.collison@earm.co.uk . Thank you

A Day at the Station - Captain Mainwaring gives us a run down of the day he and his platoon visited, and took over the Museum.

By *David Wenden* Captain Mainwaring

Exercise is good for you, they say and cleanliness is next to godliness; two epithets which were clearly displayed on the visit of my Walmington-on-Sea Brigade to the station.

Exercise for the men as we marched with great precision (with the exception of Corporal Jones of course – it's his age you know) to the station having been dropped off from Jones's butcher's van a little way off.

However when it comes to cleanliness I have to say I have been extremely let down by Private Walker who, having taken possession of an extortionate amount of money from me, has yet to furnish me with the razor blades I requested. Needless to say I was not and still am not pleased to be walking around in



Visitors arrive to view the happenings at the Museum (David Rose)



Myself and the Platoon, having taken control of the Museum outside of the Goods Shed (Lawrence Beeching)

such a bewhiskered fashion. Pike (stupid boy) thinks I look hilarious and I have had to berate him on several occasions for breaking out into giggles whenever he sees me. Sergeant Wilson had the temerity to tell me he thought it rather fetching and that I should try to make a feature of the blessed thing! Private Godfrey thought I looked like Van Dyke to which remark Pike remarked that if that was the case I should only have one ear – stupid boy! The fact that Mrs Mainwaring refuses to come anywhere near me means than at least I get a good night's sleep in the spare room!

Anyway enough of my troubles, the people of Britain are having to put up with far more than me. Everyone is determined to beat the Hun and survive this ghastly war, razor blades or no!

It was a very interesting visit to the station. Learning to drive a steam engine was some-

thing I had not contemplated ever trying. However, the opportunity never arose as we had a much larger problem to solve. A parachute mine had landed just prior to our arrival and we had to deal with it. The men coped admirably, and under my strong leadership and guidance we managed to remove the piece of ordnance safely from the station roofing upon which it was hung. Private Pike became hysterical when I had to use his scarf to wrap the bomb in so that it could be safely moved. The Platoon retired to a safe distance and let him get on with it. Nothing like responsibility to make the boy grow up. As I told Wilson, "He'll be grateful for my guidance in the end!" (Walker was keen to hang onto the parachute for some obviously nefarious purpose and I forbade it, and it did eventually resurface).

Whilst the men sat outside and engaged the grateful public in conversation and took refreshment, I sat inside with several other dignitaries in a beautifully repaired and restored carriage. Unfortunately, I had to sit next to the Vicar and Mrs Fox which meant I

They Shall Not Pass! - Ian Rushbrook & David Wenden (David Reeve)



Jones' van parked outside the Heritage Centre (L Beeching)

had to suffer from complaints and inanities throughout. Needless to say, the subject of my whiskery appearance surfaced once again. Fortunately lunch was eventually finished and I called the Platoon together to demonstrate the new anti-aircraft gun that has been delivered to us (no ammunition as yet which is rather tiresome) which we had mounted on a truck. It was our intention to aim it and shout 'Bang' very loudly, in order to simulate its firing. This went well and apart from a little hoarseness the men coped very well though Godfrey excused himself halfway through the exercise and did not return until we had finished. I very nearly put him on report but Wilson seemed to think it a little harsh as he thought Godfrey had "sprung a leak"!

And then it was time to go home and as I gathered the platoon together to march smartly off to the butcher's van the Vicar came up to thank me for the wonderful material we had supplied for his new surplices. He said that ten shillings was a little excessive but we all had to do our best under the circumstances. I have to say Walker looked a little sheepish but I decided to do nothing as perhaps the 'purchase' might gain us a little favour in the use of the Village Hall. Eventually we boarded the transport home and I as I settled into my seat next to Jones I was forced to send Pike to the back of the van as he was giggling and sniggering again – stupid boy!

Team Wednesday Update - Continuing our Dad's Army Theme in this edition of Stour Valley Steam, and update from our own Dad's Army - Team Wednesday.

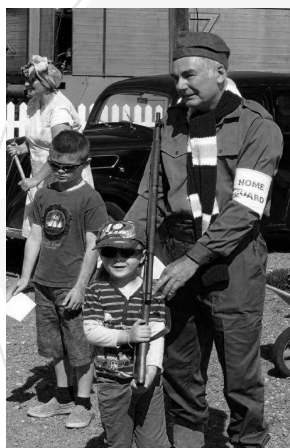
By Jeff Kilpatrick

Six months ago I reported as 'work in progress' two main tasks, being the frame for the NLR brake van and the refurbishment of the Railway Clearing House office. Both of those jobs are long-since completed, although the frame is yet to have the coach body lifted onto it, and many other jobs have meanwhile been started and in some cases finished too.

The 'War on the Line' event in August was a great success, and we played our part in the preparations by manufacturing rifles and filling innumerable sand-bags for blast protection of the air raid shelters. And of course, being of a certain age, those of our members who could be there on the day made convincing Home Guard volunteers, although in an act of seemingly deliberate contrariness one of them was chosen (or perhaps chose himself?) to take the part of young Pike. It is interesting to note that this was one of an increasing number of occasions when Team Wednesday members have got drawn into week-end events, a development which has been much appreciated by the organisers and also very much enjoyed by those taking part.

A lot of paint has been applied around the Museum site, including a comprehensive re-decoration of large parts of Platform 1 and its various offices, plus the canopy ironwork, as

well as the interior of the RCH office referred to at the start of this piece. The latter has also benefitted from the complete strip-down and re-varnishing of the sloping-top desk – one of our number has become an expert in the varnishing of timber, and has also worked his way steadily through table-tops for the catering coaches and, more recently, the window surrounds and panelling in the BR Mk1 SK E24959. His next major task will be the interior of the BS which, following its exterior re-paint, is now to have the seats re-covered and all the compartment ceilings and floors refreshed before it goes back into service. This carriage had spent many years languishing in a very forlorn state at the bottom of the yard, deliberately kept as far as possible from public view because of its deplorable external state, but is at last to come back into its own.



David Rose as Pike with some Museum visitors (Lawrence Beeching)

We know that the Museum needs more inter-active displays and we have been playing our part, most recently by connecting two levers in the Main Signal box to a two-aspect colour light signal, which is now working, and to a semaphore arm which is still being worked on. We also need more seating accommodation, and a bench which is currently being refurbished was revealed to have 'GNR' stamped underneath and it is good to know it has proper railway provenance.



The BS Coach, now with a shine, rather than a peel finish (David Reeve)

An amazing number of odd jobs get done in the course of just a few months. Without expanding on them, here is a list of small tasks of the sort that will not necessarily attract any attention at all but nonetheless have to be done:

A pattern for the fire bars of No.11, erection of a wall panel for the new Liverpool Street display in the Heritage centre, re-painting the loading gauge opposite Platform 3, re-painting the palisade gates outside the Visitor Reception Centre, adjusting the level-crossing gate hinges after they seized up during operations, re-painting the exterior of the Goods Shed office doors and windows ahead of the visit by the Heritage Railway Association convention, draught-proofing the main Goods Shed rail doors ahead of the winter hiring season in an attempt to keep the heating bills under control, refurbishing a Riddleys brewery advertising board, and installing a gate by the main signal box to keep the public from straying round the back of it. This last item followed an urgent job to get the mains cables running alongside the approach to the signal box into better order: a line-side box was found, refurbished and installed on the south wall of the

signal box itself, and the various cables tidied into it and the mains secured in an armoured casing, so that all is now secure.

Lack of storage space for miniature railway rolling stock led to a bit of lateral thinking and the development of an idea to create a tunnel on its main running line which could double up as storage by having interior lighting and curtains at the tunnel mouths. This is now in use and seems

to serve both purposes well. We now have in hand a second turn out which when complete and installed will allow the regular running of two trains at the same time once a signalling and token system has been devised.

To conclude, here is a quick review of the current activities. The heating and lighting in the TSO have been so well received that it seems likely a programme will be carried out on all the carriages, and this improvement will be included in the work carried out next on the BS referred to earlier.

Also in hand is the replacement of the exterior panelling on 'Henrietta' which despite being supplied to us as marine ply has only lasted ten years even with two intermediate repaints, an indication of the harsh conditions suffered by any vehicle sitting outside in the wind and rain at Chappel.

Work has been started on the interior of the W&M rail bus but little more can be done until the roof has been made watertight.

And I bet there is something else needs painting.

The View from the Signal Box - One of the many operational duties available to volunteers at the museum is that of signaller but what is life in the Chappel North Signal Box really like?

By Keith Chadwick

Due to the compact size of the site and the relatively short length of the Museum's demonstration line, one could suppose that the life of the incumbent of the signal box is one of ease and lazy reflection. Indeed on days when only one train is running there is a certain resemblance to branch line boxes of old where long periods of calm were briefly punctuated by short periods of intense activity. However the role of signaller is safety critical and like all other members of the operating staff, the person behind the levers cannot afford to allow his actions to become repeated mechanically; the brain must remain switched on at all times. On such relaxed days when there may not be a rostered Operations Superintendent on duty, the signaller being at the centre of those operations is handily placed to take on the extra responsibility of that post; unfortunately though it remains strict museum policy that when this happens, the signaller although performing two roles is not encouraged to claim the extra wages due for performing this duty!

What perhaps many people do not realise is that it is the signaller's lot to walk the track before running commences on each and every operating day, looking out for any defects and obstructions that could affect the running of the railway. This is so that others can then play trains safe in the knowledge that the inspection has been carried out and things are

roughly in the places they are supposed to be. In the course of this walk which has to be carried out regardless of weather conditions, i.e. whether he wants to or not the signaller will recover any dropped coins that might be laying ready to derail unwary trains and unselfishly pick up any stray notes of the realm so that others will not be tempted to place themselves in danger once the line is open for traffic. So lucrative has this exercise become in recent years, the signaller before leaving the box to commence this walk will arm himself with the single line staff and a hefty track hammer with which he can beat off attacks from more impoverished members of staff who may be tempted to ambush him somewhere out in the more remote, wild parts of the site! In order not to alarm those in higher circles who might balk at the thought of fully armed signallers stalking the railway,

No Trains Due Today - The Mistley Signal Box with Refurbished Balcony



the rumour has been put about by this select band that they carry the hammer so that they can persuade loose and missing track keys to return to their rightful positions between chair and rail while the staff is indeed carried for protection; while a perambulating signaller has it in his grubby paw, there is little chance of it falling into the grasp of a desperate footplate crew and thus there is a high probability that the signaller will be able to complete his walk without being mown down by the odd stray train or two.

Once this exercise has been completed and the fact recorded in the Train Register (providing of course all is well) the signaller is then at liberty to have a nap whilst elsewhere on site desperate men are doing desperate things in a desperate attempt to raise steam in a locomotive that might be trying desperately to be very uncooperative. Actually there are other things to be done before the signaller can put his feet up with a clear conscience. These include testing the frame and interlocking, trying the points and locks and, should he be able to track down that often elusive breed known as the Crossing Keeper, testing the bells and telephones that link the two together. Strange thing them bells; sometimes they seem to tinkle like a summer stream over a pebble strewn bed while at other times they ring out as if they are being operated by Quasimodo on heat! Finally and if the man in the box is really dedicated (or stupid) there is always some cleaning that can be done in and around the box. Oh sorry guys, have I just said something controversial?

Finally all is ready, the locomotive is on the train in Platform Three and everyone is looking toward the Signal Box awaiting the authority to proceed putting pressure on the



Nigel Hull works the signal box, during the Easter Thomas event in 1999, with David Smith and Malcolm Salmon (P.E.Thompson)

signaller within who may still be engaged in any of the activities listed above (although probably NOT the cleaning!). The most likely being that well-loved party game popularly known as Hunt the Crossing Keeper which once successfully completed allows him to finally pull off the starting signal and descend to the platform in order to hand over the single line staff unless of course he has forgotten that it needs handing over (yes, guilty as charged My Lord). Sorted at last, the train puffs out on its test run and after the moving of a few levers and ringing of them bells it disappears down south never to be seen again (joking guys, only joking). Now the day gets into full swing and at regular intervals the train comes and goes, comes and goes, comes and..... Remember, brain switched on at ALL times.

Just when you think you have it all sussed out, along comes a joker sometimes disguised as our beloved Traffic Manager who introduces you to days where two trains are running at once; where did I put that rule book? The trouble is, they are never satisfied, you cope with one train at a time then two, the next thing they hit you with is three trains; I ask you, is it right governor, is it fair? Nor is this the end of the horrid affair for along comes a certain blue tank engines with his friends

when not only do you have three trains all vying for equal rights along the main line, you also find yourself faced with a fourth that makes occasional attempts to break free of its admittedly rather confined limits doesn't it Nigel? Days such as these do try you physically and at the end of it, even on those happy occasions when there has been two people operating the box, one finishes up with rather less energy than one had at the start; not only are those levers being moved on average one every fifteen to twenty seconds throughout the day, one is also running up and down the stairs to the box relentlessly handing over and recovering that single line staff.

Since our tame carpenter Kevin did such a splendid job restoring the box, the balcony

which had been extended on re-siting from Mistley, has been rebuilt to its original, shorter length meaning on the plus side, that the box has regained its true, historical appearance but now even when a train is using platform three, the signalman is condemned to face the stairs in order to carry out the ceremony of the staff instead of just leaning over the balcony as was previously possible. It has to be said though that before the rebuilding, it was possible to lean almost too far and the present method of doing things is by far the safer even if it now means going up and down that staircase a good few times more than was once required! Can you get a grant for fitting stair lifts to historically sensitive buildings?

An added complication on these multi-train days is the use of radios for communication and admittedly they do have their uses but my goodness, do some people need to be taught

radio etiquette and what should or should not be said when members of the public may be able to overhear what is going on. These radios are kept on permanent charge in a cupboard in the signal box although some regular users do provide their own and it is the signalman's duty to open up the cupboard and hand out the radios at the beginning of the day. Rather more frustratingly, it is usually the signalman that has to round them up at the end of the day so that they can go back on charge and he can lock up the box and go home, that is providing there isn't any shunting to be carried out after the event is over which there often is. Well, I don't know about you but I find it very hard to say 'Thank you I enjoyed playing trains during the day but now there's some other work to do, I'm off home'.



More Effort Required - Passing the Staff to the Engine Crew (Jon Nutbeam)

No, I like to see a job through if at all possible and as a bonus if you stay around long enough, there is always the chance someone might do something really silly and give you a good laugh to send you home with; as long as it isn't yourself that does that something really silly that is!

So there it is, a brief insight into what goes on within that nineteenth century railway computer that is a manual signal box. It is a computer controlled by muscle power and bits of sliding metal, chain and cable rather than by chips and mice (Hm, that sounds nice, anyone hungry yet?) but as the nerve centre of railway operations, I see it as a computer nonetheless and by describing it as such to our younger visitors, I find it makes them think a bit harder about what they are seeing. Public relations should be important to everyone at the museum, the

better impression we make the more likely word of mouth recommendation is to spread and in these days of limited resources and increasing competition for the public's attention and funding the more the need for good publicity. Even on busy days, personally I like people visiting the box although it should be remembered that staff and public alike should always ask the signalman's permission before entering; it is only polite after all! Most visitors coming into the box for the first time are surprised by what they see and their interest can only be furthered if we take the time to talk to them and answer their questions - always provided of course we also remain focused on the job in hand. Many of them enjoy the chance to pull a lever or two if it should arise while others just find the signal box a convenient spot from which to wave at passing trains but everyone prefers to be spoken to rather than be ignored and it only takes a few words to make them feel welcome! (Remember though, the wrong words spoken hastily can ruin a person's day).

There are a number of trained and qualified signalmen at the museum but I'm sure the Traffic Manager would enjoy the flexibility of rostering that having a few more would allow so if you haven't yet tried 'lever pulling' get in touch with Rob who I am certain would be only too pleased to arrange some training for you. As far as I am aware (and what does that count for) we do not have any signalwomen at the present and for one, I feel that is a shame. Yes the work can be physical and sometimes those levers do seem as if they want to do their own thing but I can see no reason why a moderately fit lady shouldn't be able to cope.

Would you like to be the first?

Obituary - Lawrence Baker



On 10th December Lawrence Baker passed away. Lawrence was editor of Stour Valley Steam during 1996 and 1997. He was also closely involved with Standard 4 tank locomotive No. 80151, both when it was at Chappel and subsequently since its move to the Bluebell Railway. He was the son of the late Doris Baker, who was also a regular in the buffet at Chappel for a number of years.

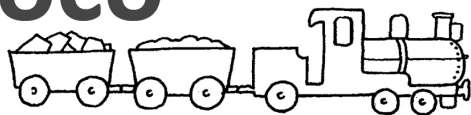
The Photo (left) by Allan Robinson shows Lawrence Baker in the white overalls. He is one of the team loading No 54 Penn Green on the occasion of its visit to Felixstowe on Wednesday 2nd April 1986, in connection with the "Felixstowe 100" celebrations.

We would like to offer our sympathies to his family and friends.



No. 70000 "Britannia" at Ardleigh on the Great Eastern 150 Railtour (UK Railtours) on 10th October 2013 Photo by G.D.King

Pete Martin's Plumb Loco



As winter descends into the twilight zone, and my home garden resembles the Lost Gardens of Heligan (not that it was anything else), we pause to reflect on the previous year with the goings on in and around the Museum. Firstly, it was a year of significant birthdays amongst some of the key players at Chappel, where there were some who found themselves eligible for bus passes, and others who weren't - quite. (SEE PHOTO -ED) It was also a year where the N7 found itself whisked to the other end of the world after much burning of the midnight oil, and Thomas found himself in Germany after succeeding in getting over the border from the Netherlands without a passport.

As some will be aware, there have been various reports about the N7, which has been transposed to the Churnet Valley Railway for the remaining couple of years of its 10 year boiler certificate. It has since been a regular performer there. Quite what happens to it after the expiry of its "ticket" is still open to debate.

Jubilee is out of service pending its annual boiler inspection, but it is anticipated that it will re-emerge for next years season, after some minor work.

Thomas is serviceable, but an emerging heavy knock has developed in the motion department. This has been identified as wear in the right hand cross head assembly, which will be stripped down after the

Christmas events are out of the way. The boiler to cylinder main steam-pipe in the smoke box is due for replacement after it was found that the original is thinning, and some remedial attention is required to leaks on the left hand side of the foundation ring - the right hand side being addressed a few weeks ago.

Lurking in the back corner of the Garage is No 11, the 1905 Barclay, which has seen a resurgence of activity with the rebooting of the strip-down for its 10 year boiler exam. Tubes are being removed and much riveting of the firehole door ring has taken place following a copper welding repair to the inner firebox.

As an aside, there has been much mangling in the "Carrij and Wagon" Department with bits flying every which way. The Great Eastern vintage 4 wheel 2 compartment brake coach body performed as a chapel at Withnesham, near Ipswich, many years ago. It was once resident to the North of the Mistley Signalbox



The Witnesham Coach makes its (assisted) move.

but has recently been moved into the Garage for a programme of restoration works. At present, the body has been separated from the chassis in readiness for lifting off to access the chassis for attention to the mainframe and the steelwork to refit the running gear.

The BS coach has seen a concerted effort by specialist restorer Lee, who has been splicing in new steelwork into the bodywork and superstructure. Meanwhile, Kevin, our resident carpenter, has been replacing the timber framing in the doors and door-shuts. The vehicle has been finish painted in BR maroon on the one side, and controversially, cream and maroon on the other. On the basis that you never see both sides at once, the customer thinks we have 2 BS vehicles! I say controversially because there were a few comments from the inner sanctum regarding the painting in a livery it never had - if only on one side - but it now shows what could have been if it did. However, there were others in the preservation movement over the years who had painted their suburban vehicles of the same type in GW chocolate & cream and stuck GW on them and got away with it. Does the average visitor care? I doubt it. All they see is a pretty painted coach. Let's face it, nobody commented about the 15 years ours has languished down the yard falling apart, and there we go berating the finished colour scheme now it's done. You can't win! It is anticipated that this vehicle will emerge from the Restoration Shed, for the tender mercies of Team Wednesday to sort the interior compartments out in the Yard. This will in turn free up garage space in company with the completed Pooley Van, so that attention can finally be turned to the Diesel Railbus No E79963.

As many are aware, this interesting vehicle is entirely appropriate to the location having been allocated, together with the 4 others of its type, to the GE Area of the Eastern Region. They were regularly seen on the Maldon - Witham and Stour Valley lines. Cur-

rently, there has been much activity, but it has stalled for the moment because of the body condition. At present the engine sump is removed to investigate an excessive, rather than low, oil pressure problem. It would have been entirely different if we hadn't bothered to put a gauge on it. So I suppose it's my fault! As the engine was an unknown quantity, having been found part stripped and drained of engine oil, it was thought that we ought to check it before running it.

The idea was to crank it over on the Class 04's batteries without it firing up, to circulate the engine oil. Little did we know it was going to start on what remained in the fuel rack! We were rather shocked to view the gauge needle spiral round to the stop at something in excess of the 50 PSI it should have been. In fact it was over 120 PSI, which may explain numerous oil leaks on various joints, so can only assume it was running like it when in service.

It was found that the relief valve had been screwed fully home, but having unscrewed it to regulate it to the required pressure on tick over it was found that it would rise to 120 when at the prescribed 1800 rpm. Clearly the relief valve system has a blockage or the wrong spring in it, and is currently under investigation. Until the body work is sorted, further work internally on the flooring and the electrical systems is on hold.

We welcome further gift aided donations and thank those who have already subscribed. The projected target to aim for is September 2014 for the 50th anniversary of when it worked the last train from Saffron Walden to Audley End. Incidentally, there has also been an expression of interest from the Maldon area and there have been suggestions to set it in the Maldon bay at Witham Station. If the recently restored, and excellently reproduced GW steam Railmotor has been on the Looe Branch in Cornwall, how about it? I know the

DRB won't get to Maldon except by road now, but it would certainly rekindle memories at Witham. Get your books out – when did the Maldon line go, and what worked the last passenger train. Was it E79963?

So we say farewell, and happy Thomas, where we salute the core volunteers who have helped out to make it another successful event and bring closure to this year and open the gate to next year – when we do it all again.

So why not come and get involved?



The five birthday boys, Pete Martin, Graham Adley, Allan Robinson, Ian Rushbrook and Mark Fogg-Elliott celebrate their combined 280th Birthday in the Goods Shed in September 2012



Letters to the Editor

Dear Editor,

I was disappointed to learn that Stour Valley Steam is now going to be published only twice a year (rather than three times annually), particularly as it doesn't seem very long ago that it was a quarterly publication.

As the editor's comments acknowledge, the magazine 'is in some cases the only contact that members have with the Museum'. Surely, therefore, a reduction in frequency is a retrograde step - particular for 'armchair members' who have no other way of knowing what's happening at Chappel?

Carl Lombardelli - Romford

The Editor offers this response to the above letter:

The Museum is also reluctant to reduce the number of issues per annum. However, this is a decision dictated by economic factors. The Magazine and its associated postage costs make up a substantial proportion of the annual subscription. In these straitened times the Trustees are unwilling to increase this charge.

You may not have noticed, by way of compensation, that the number of pages per issue has been increased. This will enable us to print some longer articles, in addition to Museum news.

Regarding the point about the only contact with the Museum, this is less true now that many Members have access to the Internet. Members are encouraged to sign up to the Newsletter, which aims to fill in some of the gaps about day to day happenings at the Museum. As a member you may sign up to that free of charge by contacting newsletter@earm.co.uk. The EARM web-site also now has a Facebook tab. If you are a Facebook member you can log in to see the full exchange of views. A growing number of pictures, in particular, are accessible to casual browsers of the site.

David Reeve - Stour Valley Steam Editor

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.

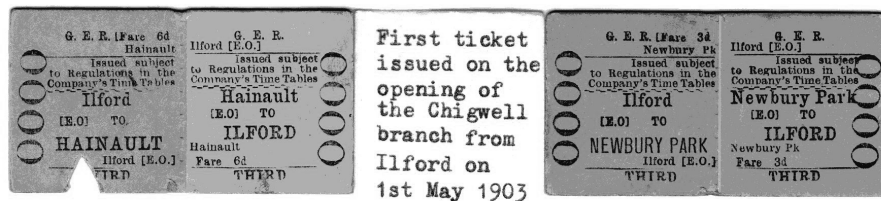
Gems from the Collection -

We have recently received a further batch of tickets from the BDJ Walsh collection, not many, just roughly 3,000!

By Mike Stanbury

I'm pleased to say that the majority are Great Eastern with a splendid collection of LNER, and British Railways under all its various titles. The great thing is that although BDJ obviously started this collection long before his association with the Museum, by coincidence the collection, in the main is restricted to our own Collection Policy area. There are perhaps a thousand or so tickets from outside our area, but in general, these can be distributed to Accredited Museums covering their specific area, such as the Bluebell Railway, Didcot, Butterley and the Scottish Railway Museum.

Amongst the tickets was a small stamp stock book, containing some twenty or so Great Eastern Railway tickets, amongst which was the one shown in its own clear cover with the typewritten note attached, stating it to be the first ticket issued from Ilford to Hainault on the opening of the Chigwell Branch from Ilford on 1st May 1903. Apart from that ticket another ticket in the book was the one shown from Ilford to Newbury Park which by the numbering and date on the reverse was also most probably the first issued. Gems indeed!



Diesel Railbus Appeal News

In SVS 153 we published an appeal towards the restoration of no E 79963, newly purchased from the North Norfolk Railway. It is our aim to get this vehicle running in 2013.

An encouraging amount of money has been raised to date and the Board and Trustees would like to thank all those who have contributed towards its restoration.

Some news of progress so far can be seen elsewhere in Stour Valley Steam but the fund is still open for further donations. Forms may be obtained from the Visitor Information Centre.

EARM on Facebook -

Facebook? Is that thing still around?? Yes, apparently they have internet on computers now and you can find the EARM on it.

By Duncan Reed

Social Media has been around for a few years now. It has proven to be a great promotional tool for business, charities, for self promotion, and generally telling people what is happening around them. The Museum has realised the potential of this medium another means of publicising itself. The normal routes we use for advertising have always been hit and miss, and we are never quite sure if they represent value for money.

The Museum set up its own Facebook page last July. The aim is to promote the East Anglian Railway Museum in the many different roles it has. These include tourist attraction, registered charity, conservation, restoration and general news. It can also help in advertising all the events held by the Museum, and Platform 2 Catering.

The Facebook site is looked after by Stefanie Kogle, our intern from Essex University, Nigel Hull and myself. It is generally updated 2 or 3 times a week depending on the material available, and news that can be shared, which people would be interested in.

For those people who are not quite sure how it works here is a quick summary. The Museum will post an article about a subject. People, groups, or other museums who follow our page, and when the Museum posts an article it will appear on our followers' news feeds. (A bit like a newspaper online) Now our followers read the article, and can click if they like it, now it appears on their follower's news feeds to say that their friend/followers like a

post on the Museum's page. And so it goes on. This has then gone viral, and the more people who like or follow the Museum's page, the more people get to hear about us and advertise it further.

We currently have around 120 people who like our page, and of that an average reach of 90 people a week, who like our new feeds, which goes viral to over 180 countries around the world. Not bad for something that is free to run and operate!

This number is steadily growing, with a good mix of people, both male and female, comprising both railway enthusiasts and family orientated people from all age ranges.

We have also created some posters, with a QR Code, and put them up around the site, to tell people we are on Facebook. This square which is made up of lots of small squares; it is like a bar code but can hold a lot more information. The technology was originally developed by Toyota for the motor industry, but has since become widely used with many smartphones now able read them. They take you directly to our Facebook Page.

So check us out, and tell all of your friends, and family, by just typing in "East Anglian Railway Museum" in to Facebook, or click on the link from our website, and you will find out all the latest information about, what's happening at the Museum, and a whole lot more.



Critically Endangered - The mechanically worked level crossing.

By Nick Ridgway

The mechanically-worked level crossing is in its twilight in East Anglia, it would appear, with the removal of traditional manual wooden gates and their signalling, and their replacement with automatic half- or full-barrier level crossings. One such installation modernised was the one at Mount Bures Level Crossing, on the Sudbury line.

It had full wooden gates, and was controlled by a ground frame on the west side. When the Sudbury line was built, a house was provided for the resident crossing keeper and his (invariably the keeper was male at this time) family, which was a common practice at this date. The building style has much in common with the former station building at Bures station, which was removed in the 1970s.

On the western side of the line was a small crossing keeper's hut, which was a later addition following the change from Resident Keepers to Duty Keepers.

The crossing was protected by a pair of "gate distant" signals, the down one being located several hundred yards up the bank towards Mount Bures Summit, and the up one being a shorter distance from the crossing towards Bures station to take account of the rising gradient. To the end of mechanical working these signals were lit by paraffin lamps, the up signal light being clearly visible from Bures station platform. The gates themselves had red wooden "targets" on them, being the stop signals themselves when the gates were across the rails and to which the gate distics related.

Together with the targets were a pair of crossing lamps, showing red lights in both directions along the line when the crossing was open to road traffic at night.

The locking was simple. Lever 2, the brown one for the gate bolt, could not be moved until both level crossing gates had been closed and bolted across the roadway. Once they were bolted,



A Pre-Modernisation View of the crossing looking towards Sudbury



The repeater instruments for the signal arms, mandatory on distics and useful on others.

lever 2 moved to the normal position locked the gate bolts in place and released both gate distant levers 1 and 3. Lever 1, when pulled, locked lever 3 and vice-versa. This was a standard arrangement for level crossing frames.

Each distant signal wire passes round a pulley and onto a winch, used to lengthen and shorten the distant signal pull wires with changes in temperature. Doubling the wire in this way doubled its stroke, important on long pulls, and there would be a similar mechanism at the signal to halve the pull again ready to actuate the signal arm.

The crossing was worked on clock time. The crossing keeper used the current timetable to open the crossing to rail traffic so-many-minutes after the down train was due to leave Chappel, and at the departure time for the up train leaving Bures. The rest of the day he spent in or close to his hut.

Road traffic here is light with an agricultural flavour. On the eastern side of the crossing is a road junction with a small lane, and the road surface falls away from the crossing steeply. On the western side the road takes a sweeping bend to the south.

A train running late would cause the crossing keeper some consternation in trying to deal with local road traffic that would start to back-up in both directions. If the delay was serious then the crossing keeper would deal with it in the following way:

The keeper could see the up distant towards Bures station from the crossing, so there was no undue risk in opening the gates immediately provided no train was in sight. However, the approach from Mount Bures Summit was downhill and on a curve, so the procedure was to

place the distant signal to caution, wait for a minute or so to ensure that any train that had already passed the down distant signal was past the crossing, and then releasing the crossing gates for road traffic. Many motorists caught in this way would not appreciate the need for the delay in opening the gates, causing some altercations with the keeper at times.

An out-of-sequence or late train might find the gate distant at caution, with the gates across the railway showing those red discs that constitute a stop signal. On passing the distant at caution, the train would slow to enable the crossing keeper to carry out his duties while preparing to stop, and would prompt him to do so with a long blast on the horn or whistle!

The installation was converted to treadle-actuated automatic full barriers upon modernisation of the Sudbury line, and the need to staff the crossing disappeared along with the wooden gates. The memory of them survives interestingly on the rear of the tunics worn by the locally-renowned Mount Bures Morris side.

One of the few remaining mechanically-worked crossings on the national network in East Anglia survives at Dullingham station, between Cambridge and Newmarket, though the signalling here is electric.



Mount Bures Crossing from the Village

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, 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

October - by Phil Ainsley & David Reeve

The Colchester Railway Group meeting on Friday 5th October was our Annual General Meeting, held as usual at the Friends Meeting House.

This passed off without any blood on the carpet and the usual miscreants were voted back into office - Soviet style. Therefore, Dave Cornell remains Chairman, David Reeve Branch Organiser and Roy Anderson our Treasurer. Phil Ainsley and Chris Johnson are the Committee members (Dave Cornell was elected in absentia as he was on holiday in somewhere rather more sunny than North Essex).

The main news was that it will unfortunately be necessary to have a modest increase in our admission price to £3.00 from the February meeting - the first increase since 2009. Although our bank balance is in good shape, the funds have been helped by sales of second hand railwayana of various types. Our annual attendance at the Colchester Model Railway

Exhibition is very helpful in this respect but we are not averse to visitors bringing a few items along to sell at the Branch meetings. Please contact David Reeve if you need more information on this topic.

At the time of going to press our 2013 meeting list was not quite finalised. This is however now available in downloadable form from the Museum web-site and from David Reeve by phone or SAE.

After the close of formal business, we had two presentations from Phil Ainsley and Mike Stanbury.

Phil Ainsley presented some photographs from the late Bob Hammond featuring the re-construction of Colchester station, dated early 1960s. With modern photo manipulation techniques we can zoom in and adjust settings to bring to life views for those now accustomed to the better image reproduction that we enjoy today. Glimpses of the last steam locos were seen with B12's and Britanias, and a view of the scrap train about to take steam engines to the breakers yard.

Images were also taken from a contemporary BR staff magazine of the construction works

needed to construct the Down Clacton loop. How the railway has changed was highlighted with the sight of a diesel shunter bringing goods in a rake of vans from St Botolph's yard, an area now lately re-developed. A view of a Colchester to Cambridge line Derby Lightweight DMU about to embark on its slow journey, as the Marks Tey to Cambridge service was timed at 96 minutes for its 51 mile journey. Electrification of the Clacton and Walton lines featured including pictures of the gnomes of Great Bentley station.

Finally, Mike Stanbury then showed a selection of photos from Bernard (David) Walsh. Elderly engines on Stour Valley stopping trains, showed a scene which was almost pre-grouping in feel, even in the 1960s. There were also pictures from the early days of the Stour Valley RPS showing how much the site has changed from those far off times.

Our grateful thanks to both of them for providing the entertainment and rounding off the evening, and to Mike for the use of laptop and projector.

December - by Dave Cornell

The last meeting of the year, held on 7th December 2012, was led by John Day who presented on "Thirty Years of Railway Photography in East Anglia". The majority of the images to be seen were from 345 slides that had been scanned to a computer. The first batch of around sixty was from the early 1980s and of the rail-blue era. Shots showed various Class 37's and Class 20's with BOC tank trains. There were Class 47's on the Norwich at Sroughton Junction - with no wires - and Classes 40 and 45 on the Moss End to Harwich Speedlink service.

This train was a source of "rare" motive power for the cognoscenti. There were numerous shots of freight trains across the region, especially around Stowmarket and Bury St

Edmunds. That included assorted Classes 25/35/37 moving freight and shunting wagons. Some shots followed of Felixstowe South and North terminals, and of Ipswich Yard in 1984 with Class 37s heading for Willesden. Further shots were of passenger stock including Classes 302, 305 and 308 units at Manningtree, a Class 309 from Liverpool Street to Ipswich, and Class 312s in various liveries.

At this point, we move onto the era of regional liveries, such as 37116 with full wrap-around yellow nose, various Class 31s with large logos and Rail Freight decorated with red stripes. 47581 was shown in Network South East livery, followed by 58109 hauling freight and 37428 on passenger stock from Blackpool to Parkeston Quay. The scene now shifted to the private sector era and reminded the meeting of the Essex Express in its then new décor. 86204 and its stock appeared in matching InterCity livery, 86246 in Anglia colours, 90024 on the 14:00 up Norwich and 47200 showing up as Cotswold Rail. The One Anglia livery appeared on various locos including 90069 and 90008, a Dutch-liveried Class 31 was shown near Norwich. Thetford produced an East Midlands Class 158 and Arriva Trains 15028 working off its "patch" owing to a shortage of stock. Class 321 units appeared in a plethora of liveries.

The private livery sector completed the evening with a range of different freight liveries, including a Freightliner Class 47 at Trimley and Class 86 at Belstead. The concluding shots were of Tornado taken at Marks Tey on 1st December 2012. It had been an excellent as well as nostalgic evening which was warmly enjoyed by the audience.

Meetings commence at 7:30pm at the Friends Meeting House in Church Street, Colchester, where admission is £3.00 including refreshments. New members are always welcome. Further details and dates from David Reeve

NORTH LONDON

Meetings resumed for the autumn and winter season with the usual high quality video show from Peter Watson featuring preserved steam on the main line and also on railways such as the North Yorkshire Moors.

In October we were pleased to see Peter Gre-atrex's show on New Zealand railways which had to be postponed from February due to bad weather then. This show included an interesting mixture of home-made and commercial videos of New Zealand railways. We were much nearer to home in November with Simon Hanney's talk on the Epping – Ongar Railway, our nearest and newest preserved railway, which has got off to a good start, and is well worth a visit.

We had an excellent turn-out for our usual pre-Christmas show when Dave Allison used traditional slides to illustrate his railway travel at home and abroad in the 12 months.

The New Year started with John Rayment telling us about the impressive and fascinating metre gauge system in the Harz Mountains in the eastern part of Germany.

SOUTH WEST ESSEX

It was an almost autumnal evening on August 29th when the masses assembled again in Upminster to meet our guest speaker Charles Summers. Charles is a long-time supporter of the Lynton and Barnstaple Railway, and he and his colleagues are making great strides in rebuilding the line from Woody Bay towards Lynton....and perhaps Barnstaple? The line's history was examined before a brief view of the rolling stock and then a lot of information about current developments. Particularly

inspiring were pictures of a replica (but fully functioning) L & B loco "Lyd" on a three coach train at Woody Bay.

The Society has taken a long time to get where they are, but the future is promising and we wish them well. And there were no roadworks in Hornchurch, which must be taken as a good omen.

Well, that did not last long. By September, temporary traffic lights had been established at Upminster Bridge, in case anyone thought that life was getting just too easy. Nevertheless, Alan Willmott of Windjammer Films, ably assisted by Dave Baker, travelled across from Hemel Hempstead to show us a selection of his products. The first film was a comprehensive survey of railways in particular in the immediate post nationalisation years, along with road transport, canals and docks. Following that was a documentary (albeit using some actors) showing a lorry's journey from Preston to South Wales in the pre-motorway age – a bit of a trek, as it turned out! Southampton Docks and York station were covered in two subsequent excellent reels. Finally we saw "Rail", a musical extravaganza from the 1970s.

What struck your scribe from the earlier films was how shabby post-war Britain was, how prematurely aged many people appeared, what dreadful haircuts and clothing many of the men had and how empty were the roads. No surprises for those of us who were around at the time, obviously, but a fascinating window into a lost (and grubby) world.

By the end of October, the evil utility companies in Havering had performed a cunning pincer movement in Hornchurch, cutting off the main routes through the town centre and along Wingletye lane. So it is gratifying to record that over 30 people fought their way to the Windmill Hall on Halloween Night to meet Roger Green. Roger's talk was entitled

"Steam and Diesels in East Anglia 1950-1965", so much of the background was familiar to a local audience – Liverpool St, Chelmsford, Colchester, Stratford, Walton, Brimsdown, Copper Mill Jcn, and much more besides. Of particular interest to your scribe was a set of pictures showing a d.m.u. rail tour at Millwall and Poplar Docks, in an area that is now partly occupied by the Dockland Light Railway's nerve centre. All very entertaining, and it was good to see the old branch projector able to cope with the load with no hiccups at all!

November loomed, dark and cold, but this did not deter the members from tumbling into The Windmill Hall, this time unobstructed by the notorious Havering Roadworks Coalition. Those who had come to listen to a talk on the Docklands Light Railway may have been disappointed, as the programmed speaker had to re-arrange at short notice. Or maybe they were not disappointed, as Ian Bull filled in with a talk on the Narrow Gauge Railways of Woolwich Arsenal, which was pretty close to a docklands light railway. Ian showed what an incredibly complex, multi-gauged system once existed in North Kent, serving the British military until well after WW2. A few items of rolling stock still survive, and hopefully will provide access to the Crossness pumping station industrial archaeology site.

There were no radical changes at the Branch AGM: John Rayment (Chairman & Secretary) and Bill Santer (Treasurer) remain in their roles, ably supported by Dave Gibson, Colin Gilderson, Brian Snelling and Peter O'Neill as Committee members.

No roadworks in December (apart from off site at The Squirrels in Gidea Park) so a large audience were able to enjoy Geoff Mitchell's presentation about the Docklands Light Railway. Geoff is the General Manager Signalling & Systems, and it was obvious from his talk that he was familiar with every nuance of the DLR. After a historical summary of the system, Geoff focused on the recent upgrades and plans for the future, although at the moment the system is in a state of well-deserved stability. His talk also covered the "Emirates" cable car across the Thames, which was project-managed by the DLR team – not a railway, but (trust me) well worth the ride. Looking down from the summit onto the DLR Beckton and Woolwich branches is like looking at your very own train set.

Christmas does not get any better than that. Many thanks to those members who provided mince pies and sausages for our end of year meeting. As ever, much appreciated.

More "Nu Meeja" for the Museum

If being down with the kids, and getting "liked" on Facebook isn't your thing, but you do have a computer with an internet connection then the Flickr group may be for you.

Flickr is a web based photo sharing site, and has been setup by regular visitor to the Museum, Kieran Hardy. Those with longer memories than ours may recall that Kieran won the 2009 competition to have his photo on the front of the main publicity leaflet.

You don't have to be a member or sign up for anything to view the photographs, many which have been taken at events or uploaded from days gone by. Don't worry, Flickr won't already know more about you and your friends than Facebook does! lol, as they say online....

Have a look at <http://www.flickr.com/groups/earm>

Takeover Day - The Museum took part in the 2012 Takeover Day by students of the Essex University

By Lisa Marie Smith

The Children's Commissioner's Takeover Day gives children and young people the chance to work with adults for the day, and be involved in decision-making. Children benefit from the opportunity to experience the world of work and make their voices heard, while adults and organisations gain a fresh perspective on what they do. The intention is to help break down barriers between generations and encourage children's active involvement in their communities.

On 23rd November 2012, the East Anglian Railway Museum was taken over by 20 students from the University of Essex, who came to work for the day in the area of their choice. The Departments involved were: Curatorial and Exhibitions, Education and Youth Engagement, and Marketing and Event Planning.

They first got an insight into what members of each of these departments do on a daily basis. Many were amazed to find that most of the team at the Museum are volunteers themselves, and many even have full time jobs, as well as helping out at the EARM.

The students first went on a tour of the Museum and had the opportunity to get to know the site, what we do, and to ask any questions they may have. They then split into their groups and started to work on current projects within their chosen departments. Each group was set a challenge which currently faces the heritage sector. They would then look for ways to solve these problems and report back at the end of the day to influ-

ential members of the Museum, the Trustees, and history lecturers from the University of Essex.

The Curatorial and Exhibitions Group discussed how to create displays and how to tell the story of an artefact in order to engage people in it. The students were given a choice of different boxes of artefacts to look at, the challenge being to choose one box, research the items inside and create both a display and a presentation based on these objects. They chose the box containing items from the life of an influential person on the railways and focused on building the social history, using the story of his life on the railways. The team learnt how hard it can be to choose which items to display and minimize the information in order to keep people's attention. This is especially so when you uncover a lot of information when researching and find it extremely interesting yourself! The team did a fantastic job and the Museum is proudly displaying the exhibit they created in the Heritage Centre.

The Education and Youth Engagement Group discussed questions which the entire heritage sector has been focusing on a great deal recently; 'How do we engage young people in the heritage sector?' and 'Why do young people visit museums?' With these questions in mind the students worked on two areas, school trip programs at the EARM and what we can offer younger visitors on standard visit days. The groups produced two fantastic school trip programmes, one based on

the World War Two curriculum and the other based on the Victorian curriculum, creating a very visual and engaging program which would be sure to capture the imaginations of youngsters and bring their lessons on these eras to life. The Museum is looking to incorporate many of these ideas into our new school program and we are happy to hear that those involved are eager to come back and volunteer when the project goes live. We look forward to having them back at the Museum. The students in this group also worked on many of the displays in the main museum in order to make them more engaging to our younger visitors on standard Museum Days. They looked at creating more visual, brighter displays and adapting them in order for children to be able to touch and play with the exhibits. A new mascot for the museum was created in order to help children identify where they can stop and play with the displays.

The Marketing and Event Planning Group looked firstly at how many of the students actually knew about the Museum before attending that day, how they found out about the day, and whether they had been on the Museum's web-site or social media pages. This created demographics for the students

to look at as to why one method was more popular than others, and how a marketing team can use certain methods of media in order to target certain groups of people and gain wider and new audiences. By looking at our current website, they could determine looked at how layout, ease of finding what you are looking for and design, can play a major part in building audiences. Their presentation on how our website could be improved included suggesting new ways the Museum could reach specific target groups. This group also worked on event planning: we gave the students a few ideas that could become potential events but also asked them to research other ones that could be held here and to come up with an idea for a brand new event to take place at the Museum. The students decided to create an event based on 'A Night at the Museum', targeting teens and young adults. The Museum is now taking on board many of the ideas this group brought to the table and is currently working on improving our website.

We are very proud of the hard work the students put in on Takeover Day, and both the Museum and students have gained much from the experience.



The Mini Rail Gala in November - Michael Sanders and Keith Chadwick prepare the Freight Train

Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam 1972/3

1972 was the longest year on record, with 2 leap seconds added to what was already a leap year, 1973 wasn't quite so long but was the year that Last of the Summer Wine came to our screens (yep really, its only been around 40 years), but what was the Museum up to? A number of news items featured in the edition for late 1972, with many arrivals on site.

NOTES AND NEWS AND POINTS OF VIEW

S.15 No.30841 ARRIVES AT CHAPPEL.

After a somewhat eventful journey from Barry the S.15 was off loaded at Chappel on Saturday September 23rd. As this was an "Open Day" the fun and games were witnessed by a large crowd. To see a 4-6-0 Tender loco in the sidings at Chappel is, to say the least, most impressive. We hope to give to give a full account of its purchase and transportation in a future issue.

OTHER ARRIVALS.

0-6-0T Kitson designed loco built by Robert Stephenson & Hawthorn Ltd., in 1941 Works No. 7031. Unladen Weight 37 tons. Inside cylinders 161" x 26" with Stephenson Valve gear. Working pressure 160-lbs p.s.i. Purchased by two members of the Bishops Stortford Branch in June 1969 and stored on a private site since then. An 0-4-T is now also at Chappel, details awaited.

NOTHING IF NOT VERSATILE.

A number of members have purchased an O.B. Series Bedford 29-seater bus of the late 1940s. This will be restored and used for the benefit of Society members. It will be taxed privately so we mean members, lets have more family memberships so that full advantage may be taken of using this vintage vehicle on a truly Society social basis.

NEW CIVIL ENGINEER

We welcome Fred Tanton as Civil Engineering Manager and wish him every success in the mammoth task he has undertaken. Details of the tasks and an appeal for help appears elsewhere in this issue.

HELP TO GET THE N7 TO CHAPPEL

The Colchester Branch of the Society is raising a Fund to bring to Chappel the last remaining Great Eastern loco not committed to preservation elsewhere. This is the 0-6-2 suburban tank loco, GER No.999 (LNER Classification N7) which was among one of the last to be built at Stratford Works.

The owner has consented to its coming to Chappel and to the raising of a Fund to cover the costs of transport from Leeds where it is at present in store, on the understanding that this does not divert funds which would be coming to the Society for other purposes.

It is expected that about £500 will be needed and already one or two very generous offers of assistance have been received. All members of the society have now been asked to turn out their pockets to see if they can find a little extra to contribute to this very worthy cause.

Donations should be sent to Mr.D.Whitnell, or handed into the Society bookshop at Chappel station.

A record of all sums received and cash returned to donors in the event of the loco not coming to Chappel. If the amount received should be in excess of the cost of transport, it is intended that the surplus shall be set aside to assist with the cost of restoration. There is therefore no need for anyone to hold back for fear that the fund will be in any way oversubscribed.

ANOTHER APPEAL BUT THIS TIME NOT FOR MONEY

Can you come to Chappel and take part in the Civil Engineering Department? There is a lot of useful work to be done and you get far more out of the Society by joining in with the others at the week-ends. Skilled or unskilled, young or old there is a job to be done and the emphasis is mucking in and helping each other under the guidance of a Team Leader.

Here are some of our projects:-

At the viaduct end of the Goods Shed, break out the brickwork and put in two RSJs and make good - provide and hang doors.

Construct a loco servicing pit to south of Goods Shed with sump draining to the east woodland.

Construct concrete crossing between new pit and Goods Shed.

Permanent Way - Track maintenance and laying new track.

Provision of shelter or cabin to lever-frame.

If you can help please Contact Fred Tanton. ('Phone Maldon 3475).

COME ON YOU LIGHT FINGERED LOT

The Greene King "Abbott Ale" banner attached to S.15 30841 on arrival at Chappel is missing. There is a £10 charge against this item should it not be returned so all members please search for it. *(Was this ever found, or did the Society have to pay out £10?!)*

30 Years Ago - Stour Valley Steam 1982/3

1982, the year that saw Channel 4 launch, ASLEF Train Drivers strike over working hours, Ford launching their Sierra to replace the Cortina and some little known member of the Royal Family was born.

1983 saw seatbelts become mandatory for front seat occupants in cars, the first IBM PC XT, the first episode of the The Bill (as Woodentop) along with the last episode of M*A*S*H.

THE SHEDS by Peter Thompson

Readers and Members - may have heard references to The Sheds in conversations and pondered over its significance. Is it a password, known only to the inner circle, or is it some pagan rite peculiar to north-east Essex, akin to dwile-flonking? Well its neither. The Sheds are. They exist. Dismantled, dismembered and going slightly rusty in parts, they occupy much square footage adjacent to the north headshunt at Chappel.

Once upon a time, when the Second Dartford Tunnel was a-building (now there's a story), the contractors had need of vast amounts of compressed air. This was duly supplied by a gaggle of compressors on two sites, one at each end of the workings. The machinery ran day and night and required to be protected from our glorious English Summers, and some of the Winters too. Overall was erected a quite substantial edifice of welded R.S.J.s, angle irons, and best quality corrugated asbestos.

Being purely temporary, these buildings were put up to last twenty five years at a minimum and considering the length of time the contract overran, it was perhaps just as well. But we don't talk about that, do we Roy?

When the great Opening Day dawned and the compressors were removed one by one the asbestos palaces became redundant. Abandoned by the retreating hordes, like cannons on the road from Moscow, their removal became an economic embarrassment. It would cost more than their nominal value to take them apart, and then what? How many Dartford Tunnels can anyone build? (Purely a hypothetical question you understand - I know the answer already.)

A Preservationist with both Essex and Kent Clays on his boots suggested that S.V.R.P.S. should make an offer to buy and remove one shed, the nearer one of course. To everyone's astonishment (except the man with the dirty boots and a degree in Economics plus a shrewd knowledge of the British Working Man) this was accepted.

A working party from Chappel was mustered, meaning that as usual everything else stopped while the same few took their chipping hammers to a different location, and the shed was removed. Not

without difficulty but very effectively. Viewed against a background scenario reminiscent of the Somme in 1916 it could not fail to impress, the result being we were offered the OTHER shed.

This was dealt with in a similar fashion and the Branch Line Preservation Company (The Society was buying other things at the time) now own two large steel-framed asbestos-roofed sheds. The steelwork is on site at Chappel and the roofing is safe elsewhere. The recently-concluded purchase of a small plot of ground has 'tidied-up' the proposed location for the sheds and planning permission for their re-erection has been granted.

When undertaken this will provide the much-needed covered accommodation which is first priority for any Preservation Society. It is hoped to provide enough space for restoration, servicing, and display of various items of rolling stock. It may also give us the chance to approach the N.R.M. for the loan of exhibits from the National Collection.

20 Years Ago - Stour Valley Steam 1992/3

1992, designated the International Space Year by the UN, Euro Disney in Paris is opened, John Major wins the General Election, the Maastricht Treaty is signed, it was also the year of Black Wednesday, Windsor Castle caught fire causing £50 millions worth of damage and most sadly we said goodbye to TV-AM. 1993, The EEC creates a single market in Europe, Bill Clinton becomes the 42nd President of the USA, the Maastricht Treaty came into effect and Parliament passes the Railways Act, setting out procedures for the privatising of British Rail.

THAT VIADUCT AGAIN

Jim Crow

How much is actually known about the largest attraction the Museum could ever have? I refer, of course, to the 32 arches of brick just south of the Chappel site. Hugh Moffat's book 'East Anglia's First Railways' gives some details of its history.

Construction started around 1846. The foundations are on good gravel in the river valley. Each arch is 30 ft long and each pier is one brick course higher than its neighbour. The trackbed along it rises towards Chappel at about 1 in 120. It is a 'European Monument'. Peter Bruff was its engineer, though much of the detailed work was entrusted to Charles Russell. Alcock was its builder. Each pier is

numbered, and has a cast plate attached giving the pier and adjacent arch numbers. There is a public footpath giving ready access to the arches south of the A604 road.

When built the track first laid upon it was placed on longitudinal timbers of 14 inches by 7 inches sections, held together with transoms and bolts. In contrast to the non-jointed T-section rail laid throughout East Anglia at that time double-headed rail was used, and the ends were jointed by fishplates, a new development.

The foundation stone is readily available for inspection. It was laid with due ceremony

and a number of freshly-minted coins were placed with it. Shortly afterwards the coins were found to be missing and a William Coate or Coote was arrested and sent for trial - he was alleged to have passed a new half-sovereign coin across the bar at the nearby Rose and Crown public house. Coote was found not guilty. The Rose and Crown became the Viaduct Cafe and, incidentally, one of the last people to work there was our own Social & Catering Manager, Ann Martyr. The Viaduct Cafe was demolished in the late 1980s and some of the rubble has been used as infill for the roadway to South Box on the Museum's site.

Chappel Viaduct, like most others, is actually hollow. Five longitudinal vaults are supported on the backs of the arches and the foundations for the track are supported by these vaults. The line is on the middle of the structure at the Marks Tey end and gently tapes across to the east at the Chappel end. Remnants of a telegraph pole route and signalling installation are still present, and the roots of the buffer-stop that was found at the south end of the wartime oil transfer siding are still there, supported partly by the fill behind the north abutment.

The seven million bricks that were needed for construction were formed from brick-earth that was found at Mount Bures and it was this find that prompted a brick structure rather than a timber one. It looks particularly beautiful and awe-inspiring by the light of a full moon. Construction took about three years and, thankfully and unusually for that time, not a single life was lost during its creation. The story of the viaduct is more interesting for what isn't generally known about it rather than for what is. For instance, there have been two major conflicts involving air power this century. Carrying large quantities of munitions, materials, food and aviation fuels the line - and therefore the viaduct - was clearly of major strategic importance and the reminders of 'pill boxes' both in the cuttings north of

Chappel station and in the river valley below the viaduct bear witness to this. Was the viaduct ever attacked from the air and how was it defended? Were the piers ever mined as a precaution against the advance of any invading power?

Where exactly did the brick earth come from? Was it from a cutting or was it from a pit alongside the line? Where was the brickworks and how were the bricks transported? Where did the bricklayers and labourers live during the work? Who were they? Where did they come from? And where did they go when it was finished? Who laid the final brick?

What was the effect of the construction of the viaduct on the villages at that time? In an age when Colchester was a long way distant and London unknown how did people react to this enormous brick monster slashing their valley into two pieces? How did they react to the presence of construction labourers in their village and the rowdiness that usually went with it? How would their response compare with, say, construction of a motorway route today? And what was the effect of the coming of the iron horse on their subsequent life-styles?

A few years ago the world famous railway bridge across the Firth of Forth passed its 100th birthday with fireworks, special events and a lighting display of unprecedented splendour. Very soon our silent ambassador, Chappel Viaduct, will be passing its 150th birthday. It seems important that this should be marked with some sort of ceremony or celebration. As the structure is so much a part of local history it seems appropriate for the organisation which is doing so much to preserve the local railway flavour for future generations should be involved somewhere in that celebration.

It's time to start planning. What shall we do? Send it a card? Or shall we have a real party?

YOUNGER FACES ROUND THE TABLE - Peter Thompson

Heads of Department Committee welcomed John Howitt as Engineering and Mark Cornell as Signal & Telegraph Heads respectively, following a reshuffle during August. Nice to see younger, fresher faces sitting round the table.

Mark Fogg-Elliott has been appointed to assist our Financial Director Mick Miller. By now Mark should know what he has let himself in for. His is another young face, but on Sunday mornings not always so fresh. Whatever we do we mustn't upset him because he's a volunteer.

10 Years Ago - Stour Valley Steam 2002/3

2002, Dubbed National Science year in the UK, the Queen celebrated her Golden Jubilee, however also saw the death of Princess Margaret and the Queen Mother.

2003, The US Invades Iraq, The World Health Organisation warns us all about SARS (*remember how we were all going to catch that?!*) and Concorde makes its last commercial flight.

THE PHANTOM N7

by Ray Dudley

It was way back in the mid Fifties and I had got my first ever tape recorder. A mains machine, however every opportunity to use it has to be explored. What better than to capture the sounds of the N7 class suburban steam locomotives on the Liverpool Street City service between that terminus and Chingford?

I applied to British Rail who were co-operative and told me to attend in off-peak hours at my local station and they'd let me plug in to a power source on the platform as long as I signed a 'Death Chit', which I did.

These long platforms had overall wooden canopies that echoed and a stairway rising from the booking office which was all covered in those days. So, microphone at the ready, I awaited the next train. It performed magnificently and the footplate men and station staff cooperated to the full.

Huffing into the station, the brakes squealed and the train stopped. The N7s Westinghouse cylinders had a characteristic sound peculiar to the workhorse engine. It was an intake of breath - UFFFF promptly followed by a mildly explosive -

PAAAH - rapidly repeated time and again.

Passengers opened the doors on the teak panelled quint-art coaches and slammed them shut with a satisfying clunk. Footsteps echoed along the platform and the porter yelled "James Street - for Clapton, 'Ackney Downs, Bethnal Green An Liverpool Street".

Then blew his whistle, got an answering 'whoop' from the man on the footplate, then 'huff, huff, huff' and the coaches clattered off over the bridge on the way to London.

"Ah, nice one" I muttered as I fast re-wound and set the machine to play-back. The sounds echoed a treat under that canopy near the stairs and had just got as far as the porter's cry and blowing his whistle, then the sound of hurrying feet clumping up the stairs behind me were those of a portly man with two hefty suitcases yelling at his wife trailing behind with three kids. "Well, bleedin' well 'urry 'em up or we'll miss it".

Apart from the facial expression there followed some verbal comments too! Oh, if only I could have recorded those!

Last Call for Stour Valley Steam 154

– This edition terminates here, all change please.

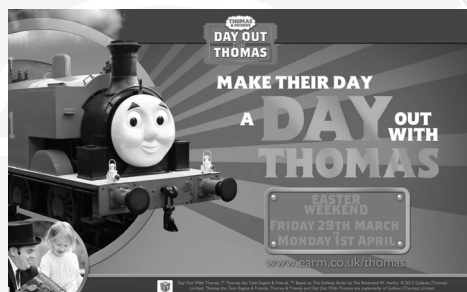
Due to space constraints, there has been some content which we have been unable to print in this edition of *Stour Valley Steam*, including a follow on from the End of Steam on the Great Eastern which appeared in the previous issue, this focuses on the electrification of the Colchester to Clacton and Walton lines. We hope to print this in the next issue, and make it available on the Member's website.

Don't forget the AGM and special EGM which will take place on 9th March 2013 starting at 11am in the Goods Shed, further details of these meetings can be found on the agenda enclosed with this issue of the magazine. Please also let your friends and family know about the events we have happening throughout the year, an events diary for the Museum plus associated branches is shown on the adjacent page, more information can be found in the 2013 leaflet or on the Museum's website.

Transport Extravaganza! Saturday 11th & Sunday 12th May

A selection of vintage cars, vans, lorries, buses and tractors will be on display on our Exhibition Field. There will also be a Vintage Steam Train running allowing you to have unlimited rides.

Have a look at the EARM Flickr group (details of how to access on Page 35) for photos of the wide range of vehicles which attended during the 2012 event.



STOUR VALLEY STEAM 155 - AUTUMN 2013

Stour Valley Steam is now published every six months, deadline for copy for *Stour Valley Steam* 155 will be 30th June 2013 at the very latest, with an intended publication date of 1st August 2013.

We welcome submissions from all members, either related to Museum activities or railways in general. It's your magazine, so please help make it interesting for people like you to read. Ideally articles should be sent in Microsoft Word compatible format, with any photographs sent separately, in their unedited (i.e how you download them from your camera) state. Photos sent within Word documents are unable to be reproduced due to the low resolution. Items sent via email should be sent to svs@earm.co.uk

If you are not big on computers we still welcome your submissions, please send these via post to the Editor at the address shown inside the front cover. If you need any assistance please contact the editor who will be happy to help.

Events Diary

February

Friday 1st Colchester Branch: The Last 20 Yrs Around Colchester by Geoff King
Tuesday 5th North London Branch: Transport in the Isle of Man by Roger Elkin
Wednesday 27th South West Essex Branch: Brighton Belle Project - by Neil Marshall

March

Friday 1st 4th Chappel Winter Beer Festival
Saturday 2nd 4th Chappel Winter Beer Festival
Tuesday 5th North London Branch: The Malcolm Alderman Memorial Transport Video Collection by Kenneth Crane
Saturday 9th EARM Group of Companies AGM and EGM
Wednesday 27th South West Essex Branch: My Life as a Moore's Bus Driver by Michael Hunt
Friday 29th Day out with Thomas
Saturday 30th Day out with Thomas
Sunday 31st Day out with Thomas

April

Monday 1st Day out with Thomas
Friday 5th Colchester Branch: Mid - Suffolk Light Railway by Dave Carson
Tuesday 9th North London Branch: A Second Colour - Rail Journey by Paul Chancellor
Wednesday 24th South West Essex Branch: Moving London Forward by Patrick Giffin

May

Saturday 11th Transport Extravaganza
Sunday 12th Transport Extravaganza
Friday 17th Trolleys & Dollies - A Night at the Museum
Saturday 18th Trolleys & Dollies - A Night at the Museum
Wednesday 29th South West Essex Branch: Members Film Evening

June

Friday 7th Colchester Branch: Recollections of Railtours in 50s & 60s by John Manning
Saturday 8th 14th Chappel Cider Festival
Wednesday 26th 14th Chappel Cider Festival
South West Essex Branch: Transport in the Imperial City by Ken Follett

July

Saturday 13th Trades and Transport of the 1950s
Sunday 14th Trades and Transport of the 1950s
Saturday 27th Miniature Railway Gala
Sunday 28th Miniature Railway Gala

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: The Mini Rail Team at the Miniature Railway Gala in November 2012
Michael Sanders and Sammy, Sean Margerison, Chantal Morgan, Tim Rice,
Malcolm Margerison, James Cornell, Tallon Avery, Bob Wilkinson, Harry Brooks,
Marilyn Hubert and Phil Hubert. Photo by Sabrina Gregory-Syrett



9770307482008