

#### JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



Over 40 Years of Railway Preservation





▲ Kevin Watson's Collection of vintage vehicles on display during the Tranport Extravaganza in May. From left to right, Ford Anglia, Ford Thames Van and a Ford Popular - Kieran Hardy.

▼ Frederick, a recent addition to the Chappel Miniature Railway, driven by Tim Rice gives a ride to Kevin Watson (the man of many vehicles) and Family - Kieran Hardy.



# STOUR VALLEY S T E A M

#### **EDITORIAL**

2013 has so far seen (slightly) better weather than last year's and maybe that is true of the Museum as well, and will be reflected in its economic fortunes.

The Christmas combined Santa/Day Out With Thomas and the Winter Beer Festival enjoyed better returns than the previous year's equivalents. The Visitor Reception Centre has had a re-vamp, which seems to be continuing the improvement in our trading. The site in general presents a more well- cared for appearance than in days of yore, and is often remarked on by visitors who have not come to Chappel for a while.

The Heritage Lottery Fund Grant that was announced recently represents a big step forward for the Museum and a deserved reward for all those who have worked so hard to make it a successful bid. Needless to say, there is much hard work and many tight deadlines to be met before the projects the grant is intended to fund are brought to completion. Outlines of these plans can be found inside and the details of most have been set out in recent issues of Stour Valley Steam. You will also find inside details of various appeals for help in both carrying out these schemes and also with general operational duties. The Membership's help in delivering volunteer effort in these areas is a vital part of the package.

The Trustees have chosen to mark this occasion by having a colour cover and centrespread, and the Editorial Team hope you enjoy this small enhancement.

Finally, once again we would like to thank all our contributors for their hard work and effort in submitting their articles to Stour Valley Steam. We hope that our readership find the finished product enjoyable and instructive.

David Reeve - Editor

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Front Cover:

Philip Benning of the HLF cuts the first sod for Platform 5&6 on Wed 15th May Lawrence Beeching

# New Developments at the

Museum – The Trustees review the forward plan.

events - Lawrence Beeching

By Jeff Kilpatrick

Back in SVS152 I wrote about the ambitious plans then in the Trustees' thinking for a storage barn at the southern end of the orchard, and about a development beyond the end of

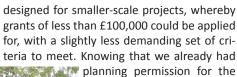
the Heritage Centre to create a country station platform (the Platform 5&6 project, known in brief as P5&6). We can now report substantial progress on both those proposals. There are two further developments, important one being the purchase of the land to the west of our site to secure car parking facilities and progress with the South Sidings scheme (SSS) described by Nick Ridgway in SVS151. As you might imag-Mike Bowery and Phil Ainsley preine, four substantial projects running side-by-side is a challenge for both financial and

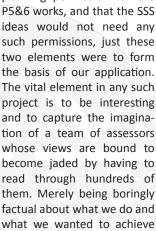
managerial reasons. The Storage Barn project is covered at length in the General Manager's Report so it is not pursued further here, although I write separately about a financing proposal for it.

Early in 2012 we began to assemble an application to the Heritage Lottery Fund. Rather than try to address all the plans outlined above (and those involving new workshops and display areas which were also in the pipeline) we decided, on advice from the HLF staff themselves at a meeting in Cambridge in March that year, to dip a toe in the water by going for a "Your Heritage" grant. This is

pare the scene set for the day's what we wanted to achieve was not going to be sufficient, and so a group of four







application to HLF. Contracts will need to be placed soon with contractors for the necessary earthworks and construction.

An interesting dimension to this development is that it has full planning permission, whereas the Heritage Centre to which it is an adjunct has only limited permission for a 10-year period, already partly expired. This fact sets us the next target for coming up with workable ideas for this site, then obtaining permissions and funding and building a successor. Regarding display arrangements after the 10 years have expired, current planning is to build a new workshop at the bottom of the orchard, with access by an incline from the top of the existing yard, and subsequently convert what is now the restoration shed into the main display area. Needless to say, we are going to need to look at external funding, most likely by making a follow-up HLF application once we have demonstrated we can deliver on the present scheme.

A short item headed "Car Parking" in SVS154 (p. 12) conveyed in a rather low key way some equally exciting news. At that stage the deal was still in process of being finalised, but now we can proudly confirm that our bankers were happy to support us in our endeavour to secure this most important aspect of operations at Chappel. The very real danger to our operations was that, once the previous owner had decided to sell the two plots (after

many years of holding on to them hoping to secure development rights) we could not be confident that an unknown third-party buyer would allow us to continue to use the fields for parking for our event days. So it became imperative that we should secure ownership for the Museum. We are perhaps lucky that banks are presently under pressure to lend. and sensible terms could be negotiated. So now we are in debt to the bank, but on reasonable terms and in a situation where we know with confidence we can stay in business as a Museum by accommodating our visitors on the financially all-important event days. The next stage is to install all-weather "Geogrid" hard-standing and French drains so as to ensure we can park cars at all times the saving in the use of overspill and alternative wet weather parking, and the associated transport costs, should justify the cost of installation. A further advantage that is currently being pursued with the Wakes Colne Parish Council is the possibility of selling to them a strip of the fields alongside the very dangerous bend in the Bures Road, for use as a public footpath: we have stated publicly that we wish to maintain good relationships with our neighbours, and this should certainly help if it can be arranged on mutually beneficial terms.

All in all, we seem assured of a continuation of the exciting times we have been enjoying over the last four or five years.

Mike Stanbury photographs the crowd gathered for the HLF ceremony - Lawrence Beeching



**EARM Retail -** Some changes have been made to the shop area in the Visitor Reception Centre, as well as some improvements to the retail area.

By Mark & Andrea Cornell

We are pleased to be able to report that the Visitor Reception Centre and Thomas Shop are in good trading shape this year. A number of initiatives have been undertaken or planned to try and improve the profits from the events. These include a refresh of the shopping environment within the VRC. The retail section was dark and cramped and needed opening and brightening up. This would be achieved by moving the display units to stand against the walls, replacing the wall mounted lights and refreshing the paintwork. Team Wednesday agreed to tackle the lighting - a report from David Rose follows this article. The end result has created a much improved shopping environment which allows the products to be seen and viewed. My thanks go to David Rose and his fellow Team Wednesday colleagues for their efforts. We have also concentrated our efforts on researching what our customers want to buy and how much they are prepared to spend at particular events. As much of our work is essentially invisible it is interesting to document how we have successfully reached our current position.

During 2011 emphasis had been placed on clearing slow moving lines, just stocking quick return items and a major reduction in the end of year stock value, and for 2012 to target stock at particular events, following the lead of the Marketing Team who focused investment of time and money into successful events rather than using the previously successful method of running a train once a month. The events chosen in 2012 for particular focus were Thomas Easter, The Village Fete in July, War on The Line in August, Thomas at August Bank Holiday, Small Engines Event and Colchester Model Railway Exhibition, Santa/ Thomas in December. During the rest of the year the VRC was restocked as necessary with Railway products, Railway Books, EARM

> Branded products or Thomas products as required.

> For the Thomas events it is important not to get the wrong mix of products, so the full range of Thomas branded products was carefully researched in order to identify those likely to sell, taking into account quality and availability

from other outlets (particularly the supermarkets) and most importantly price. Families are particularly aware of Thomas branded products and will comment if they have found

a cheaper source, and these comments are always taken on board and researched before purchasing for future events. Only Thomas products were stocked in the Portakabin shop with a mixture of products available in the VRC. It is interesting to note that the Easter 2013 event brought a 44% increase in the number of items sold.

For the Village Fete, a new off-site event, we were asked

by the Marketing Team to provide suitable stock for this new offsite event. All products ordered were pocket money value, with a railway theme or were EARM branded items - no Thomas items were included. Our presence was clearly welcomed, and although not commercially very successful this was a good public relations exercise.

We investigated many sources of stock for the new War on the Line event in August but settled on our regular wholesaler who was able to supply small quantities of each item in order to have a broad range available. We ordered a modest selection of merchandise to test the market, sales were reasonable for a first event and the products have continued to consistently sell throughout the year. Some of the items will become regular stocked items, with variances where necessary.

As you will be aware from national reports, 2012 was a difficult year for the Retail sector. We have managed to maintain a good level of sales whilst reducing the year end stock value. The majority of goods purchased now turn over either during an event or before the next major event is held. The decision to purchase lower value items for sale is the correct one at the moment, but as the fortunes of the country improve the volume of lower value products will be reviewed and there may well

> be a reintroduction of higher value goods. As we move through 2013 EARM Retail will focus on the main events whilst keeping the VRC shop regularly re-stocked with a broad range of products.

We are really pleased with the bright colourful range of EARM products aimed at children, particularly school visits. The products are displayed in clear Perspex in order to create an eye catching

display. The 10 products were chosen after careful research during family days out last year to a number of museums and attractions around the country. Early sales figures are very encouraging, and we are investigating and researching new items to bring into the EARM Branded range.We are working with a local photographer to create a portfolio of pictures suitable for branded merchandise. Suitable items will be introduced gradually in small manageable production runs; their performance will be monitored and they will only be re-stocked if they prove to be good sellers.

The new VRC layout enables the railway books to be appropriately spaced and displayed in a dedicated area. The trial range of non-railway local-interest books will be steadily expanded as suitable titles become available, whilst research is being undertaken for products suitable for women & girls whom we have largely neglected up until now.

Editor's note: a very much more detailed version of this article, based on a report prepared for the trading company's board, is available on the members' website.

### VRC Lighting Improvements - Another

puzzle task for Team Wednesday, this time improving the lighting and cabling in the Visitor Reception Centre and Shop.

By David Rose

The Team Wednesday wiring team was given another challenge: to add extra lighting in the VRC with wires hidden as discreetly as possible, so as to be able to move a lot of the free-standing displays back against the walls. The main reason for the task was to improve the appearance of the shop area by making it lighter and with more central floor space for our customers.

The lights were to be added in three areas, consisting of 13 new drop spotlights and four new fluorescents, and the movement of various existing up-lights.

The team, strengthened by a new member (a bit of a baptism of fire for him!) stood looking at the ceiling for a long period wondering how we could install the required hardware without wires trailing all over the place (shades of the TSO dilemma). We also had

great difficulty in finding all the relevant switches and circuit breakers which, once identified, were duly labelled. Once we realised there was access to the ceiling via the floor in the Booking/Ticket Office and Waiting rooms we were up and running.

After lifting strategic floor boards our way forward seemed straightforward. We were very surprised at the amount of wiring already under the flooring, so had to be careful and one team member had to be devoted to making sure we would miss all existing wires. The drop spotlights proved to be no problem armed with a 63mm hole cutter and our "look out" above. The first seven lights were fitted and connected to the supply, all operated from a single switch. The other six drop spots were done in the same manner leaving only the fluorescents to sort out. This proved to be our worst headache as we couldn't work out how they mounted with their diffusers onto the metal girders in the VRC, but finally the light shone (not a pun!) and up they went.

After a couple more movements of existing lights, hey presto: job done.

To help the Retail team we moved all cabinets against the wall leaving a well lit and open area as the brief outlined, nice when a plan comes together – what's next?



Ahead of Team Wednesday's project to improve the lighting in the VRC some work took place in the Kitchen and Reception area.

The photo, right, shows Kevin Watson, Nigel Hull and Brian McGennity on 9th September 2012, discussing how the electrics are to be rerouted following the removal of a partition wall.

This allowed for the dark corridor between the Reception and the Shop to be opened up and make more space for product displays.



## 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:

Tim Castro, Leslie Clark, David Corsham, Mr & Mrs Dunn and Jamie Dunn, Kerri Flanagan, Anthony Foster, Darren Hatcher, Ronan Heffer, James Hooker, Mr G King, Jonathan Longman & family, Don Mallett, Kevin & Jack Plumb, Malcolm Roberts, Brian Sears, Adam Stander, Alan Stone, Alan Watkins, Reeves Watson & family, Robert West, Owen Whitehand, Graeme Williams and Graham Wilson.

Our Volunteers Recruitment Day in June was successful in recruiting a number of members. We hope to run a similar day again, and would also welcome any of our existing members who would like to become more involved with the Museum's activities, including operating and restoration work.

We were saddened to hear of the death of Mr Harry Leah, and send our condolences to his family. Mr Leah originally joined the society in 1971.

The Trustees are very grateful to members who have made donations to the Museum during the membership year 2012/13; either directly or included with their membership renewal. We look forward to your continued support. In case you are not aware, we are raising funds to improve our car parking facilities and any donations to assist with this would be gratefully received. We thank those who have already contributed to the" Fund Our Field "appeal and would remind those donating to complete a Gift Aid form if appropriate.

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

#### **NEWSLETTER DISTRIBUTION LIST (ROB BOYCE)**

Following a hard disk failure, the mailing list for the newsletter has been unfortunately lost. If you are aware of anyone who would like to receive future editions of the newsletter, please e-mail newsletter@earm.co.uk Apologies for the inconvenience that this may cause.

#### **WOOD!** (DUNCAN REED)

We are very short of this important supply for lighting up steam locomotives, but there are a few things. It is requested by the loco department, that anyone who puts wood on the wood pile next to the coal stage for lighting up the locos could they make sure it is real wood i.e. not chip board, MDF kitchen work tops as these do not burn! Secondly, if it can be cut up to a sensible size it would be very much appreciated, and save time when lighting up. All donations of wood are gratefully received.

#### **HEALTH AND SAFETY (ROB BOYCE)**

As many of you know the Office of Rail Regulation (which is part of the HSE government department) have been keeping a very close eye on the Heritage sector, because of the high incident and accident rate over the past few year. There were two railways shut down already this year, many have had improvement notices imposed on them, and one having a £5000 fine imposed on them because of lack of Health and Safety.

The HSE/ORR has the power to impose a fine or prison sentence to an individual or company who flout these rules.

Could I remind everyone, that we are getting a visit from the ORR this year, and this can be at any time. You are reminded that Health and Safety does apply across the whole of the site, and it is everyone's responsibility. If someone is not following the rules stop them and remind them, for their safety, your safety, and the general public that pay to come on site to allow you to your hobby! It has been noted by a visitor to the museum that the current state of the workshops and some areas of the site where we allow visitors is dangerous, and if anyone from the HSE/ORR visited we will be shut down!

Please ensure your working area is safe to you and people walking past. When you have finished please tidy the area up, and put all tools away. I'm sure you'll be the first to complain if they were stolen, don't give them the chance. Do not just drop everything and go home, this even means sweeping the area clean.

The same rules apply at the Museum as it does in your work place. Keep it tidy or the Museum will get SHUT DOWN you have been warned!

#### **CHAPPEL MINIATURE RAILWAY** (KEITH CHADWICK)

Easter proved to be a busy time for the railway when we carried over 2500 people during the course of the four day event. Unfortunately Charlie seemed to have a fit of the sulks and continuing injector problems caused his early withdrawal from the fray leaving Frederick, Ricardo Lampwick and Sherlock Holmes to move the multitudes between them.

With much hopes pinned on the return to traffic of Charlie, it is somewhat disappointing that we haven't been able to get as much use out of him as was planned but the problem is being investigated and no doubt a solution will be found before long, so that the engine will be able to play a useful part during the rest of the season. On the other hand, work continues on the petrol engine with the hydraulic equipment now on site and in the process of being installed along with a new, efficient braking system that will actually work! Nice one Tim.

The railway at the time of writing has now operated on thirty days since the season started; this includes museum event days, private hire and casual running including over the May Bank Holiday when for the first time in some years no other trains were running on site. During this time we have moved some 3200 passengers the brunt of the work being borne by our faithful battery loco Ricardo Lampwick and this shows the desirability of having the petrol locomotive available as soon as possible as this will be able to operate in conditions which are outside the safe capabilities of both battery locomotives.

Site tidying continues and I hope members have noted the improved visual presentation of the railway which is being enhanced by the re-vitalization of the area behind the shed where Tom has taken the wasteland to task creating a new pond and water feature with surrounding garden that is in the throes of being planted out. Both stations now proudly proclaim their names and it has come as somewhat of a relief to stop referring to them as 'that end' (Orchard Lane) and 'the other end' (Lake View)!

Unfortunately there were a few problems that prevented us from holding our planned Open House day at the end of April generally affecting staff availability but we did welcome some non-section members over the May Bank holiday weekend and I hope they enjoyed their experience with us. Next date will be the last Sunday of this month (again a Bank Holiday) and again in June so if you missed out, there is still time to come along and try your hand.

Finally for now, great excitement was caused over the weekend of the Transport Extravaganza when, between driving trains, Malcolm unveiled, installed and tested the first of his signals which are set to transform both the appearance and operation of the railway and they now sit proudly guarding the exit to both platforms at Orchard Lane station.

So there you are, with slow perhaps but steady progress in all departments, the Chappel Miniature Railway continues to build toward an exciting future and we would like YOU to be part of it!!

Don't forget you can keep up to date with the goings on with the Chappel Miniature Railway on their Facebook page, just search for East Anglian Railway Museum Miniature Railway.

#### **2013 EARM AGM REPORT (JEFF KILPATRICK)**

This year's Annual General Meeting was preceded by an Extraordinary General Meeting at which a new constitution was adopted.

A very detailed report on the year's activities had been included with the annual accounts of the Museum, and this formed the basis of Vice-President Ian Reed's address to the forty-or-so members gathered for the occasion. It had been a year of considerable achievement, much of which has been documented in SVS. The important business was the re-election of trustees—both Peter Martin and Mike Stanbury - who had retired by rotation, the incumbents of the Members' Council (Brendon Sothcott, Allan Robinson and Nick Proud), membership secretary Linda Robinson, and magazine editor David Reeve. There were no other contenders for any of these roles.

Members are reminded that Accounts and AGM and EGM minutes can be found in the Members' Area of the EARM website. For more details of how to access this, please contact Rob Boyce whose details can be found on page 47.

#### **EASTER DAY OUT WITH THOMAS (MARK HOUSE)**

The Museum has received the report for our 2013 Day out with Thomas event at Easter. We have again received an excellent report from Zazz Projects, who do the site inspections on behalf of HIT Entertainment. This comment was on the beginning of the email to the Museum: "You and your railway are to be congratulated on your high score".

Many were aware that the assessor from Zazz came to watch all the activities that we had on offer. For example, his comment on the Fat Controller Story telling was: "Using Henrietta as the Fat Controller story telling venue proved to be very successful".

Overall, this year we achieved a 92% score, which is excellent, and during the inspection it was commented on that year on year our Museum improves the offer to the visitors. As Zazz go to many DOWT events during the year and see many other offers decreasing over time, it is good to know we must be doing something right!

During the course of the day, Zazz were taken behind the scenes to view the work that we are doing in the Restoration Shed. There they looked at the finished paintwork on No19, and also the Pooley wagon just waiting its lettering and a final coat of varnish. It was said "You should all be proud of what a small museum has achieved, in the standard of the restoration that you have done".

A good summary for the report is the closing comment reproduced below.

"The team at EARM are to be congratulated for organising a great DOWT event. The staff were enthusiastic and welcoming throughout the day and made it a really enjoyable experience for all our guests".

Whilst it is nice to get such good feedback, the acid test is how well it performs financially, and it is pleasing to report we have turned around a long term visitor decline this Easter. If we can replicate this performance at the August Bank Holiday and December events we will be doing well, but remember it cannot be done without your help – so thanks again.

### Transport Extravaganza - A Personal Ap-

preciation from Keith Chadwick

Well Chappel certainly came alive over the weekend of 11th and 12th of May when the yard and field were taken over by an eclectic mix of road transport from the recent and not so recent past. Being posted to the signal box on the Saturday I didn't really get the chance to savour the full atmosphere of the day but Sunday saw me along with a trusty gang running the Chappel Miniature Railway (after a stint on the level crossing) and this brought me much closer to the centre of operations from where I could fully appreciate the activity going on around the site.

From the miniature railway we couldn't really miss the buses as they were rather dominantly placed in the main yard and the comings and goings of the shuttle service to Bures was accompanied by a certain amount of entertaining shunting as the various buses vied for position. As I trundled along driving my train between Orchard Lane and Lake View. I was amazed by the sight of the orchard field which hosted a truly astonishing gathering of vehicles of all shapes and sizes that appeared to be attracting a great deal of attention. I have to admit to not being a fan of two wheel traction but even I was impressed by some of the motorbikes that were on display alongside the goods shed where they could be seen not only by those passing on foot but also by those going back and forth along our demonstration line, the freight train with its open truck offering an especially good viewpoint.

Naughtily absenting myself from duty for a while I had a nose at the various stalls which between them seemed to be offering an Aladdin's Cave of delights ranging from collectable toys to railway and road memorabilia and a lot more beside. Being on duty of course I

was unable to avail myself of the services provided by the beer stall but I did enjoy an ice cream from the period ice cream van-and very nice it was too!

On the operating side on both days we got off to a quiet start but by mid-morning we had got into a rhythm with both trains running with passengers and No23 (Toby to everyone else!) running in-between on every occasion with customers taking advantage of the opportunity to drive it in exchange for a fiver. On the CMR we had some fairly busy moments with one train full and ready to depart when the previous one returned to the station and our two battery locos were worked hard but both came through unscathed ready to run another day. Despite these encouraging signs, we perhaps could have wished for a few more visitors (are there ever enough?) and perhaps we should wonder why there weren't a lot more. It wasn't through the lack of publicity, thanks to the efforts of various people the event had been well advertised so perhaps we just have to accept that times are still hard and families disposable income doesn't stretch to luxury items like a day out which to be fair, for a family of any size can be somewhat expensive.

That said, those who did come appeared to enjoy themselves and many appreciative comments were heard overthe course of the event and the various exhibitors seemed to have a good time. In all I personally think the occasion was a great credit to the small gang who dreamed it up, organized it and who put in an awful lot of hard work to ensure its success both before and during the event. To those people and others like them, the museum owes a great debt of thanks.

# Train Operations & More - Many of you

will be well aware that we hold regular open days at Chappel, providing train rides for our visitors. But how many people does it take to put an open day?

day - Sarah Hartwell

12

By Rob Boyce

Even a simple one train operation requires a minimum of a driver, fireman, guard, signalman and crossing keeper - plus the miniature railway, which gives a total of seven people. That excludes the retail and catering operations, which are handled by paid staff and franchisees respectively.

Now think about something like a popular Thomas event. We offer four standard gauge trains, with Thomas' train, the Troublesome Trucks, Daisy the DMU and Toby & Henrietta. Each train needs a driver and fireman/secondman and a guard - that's twelve people so far. One crossing keeper is insufficient, so we roster two - up to fourteen. The signalman needs a box boy to assist due to the intensity some Trucks require riders

for safety reasons - eighteen. MiniRail needs two trains in operation, plus stewards at both platforms - up to twenty two. Cars don't park themselves, so four more people are needed - twenty six. An Operating Superintendent is required - now twenty seven. And some people to give others a break - so the total minimum requirement is thirty volunteers.

Some of these jobs need training, so potentially we will have trainees over and above

this number. So we need a continual stream of new volunteers, which we don't always seem to get. At present, the only area which is blessed with sufficient manpower on a regular basis is the miniature railway. We have just two trainee firemen, two trainee guards, two trainee signalmen and one trainee crossing keeper. Whilst we are not in dire straits

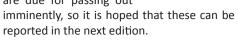
> yet, we do need more - as some of the training cannot be completed overnight! So if you are interested, please contact Rob Boyce at the Museum, or by e-mail to rob.boyce@earm.co.uk or on 07899 841039.

One member who has recently had to retire from operating duties is Mike Stanbury, after some thirty five years sterling service as crossing keeper, guard, of the service - now we are John Smith listens into the radio signalman and operating suup to sixteen. The Trouble-communications during an event perintendent. It is not a willing retirement, but forced

> upon him due to a combination of age and ill health. He trained many of the present people in the duties mentioned, and has been responsible for a lot of 'behind the scenes' work with regards to the Rule Book, Platform 2 Operating Instructions, Liaison Officer for the Railway Inspectorate and much more.

> On the plus side, we are pleased to welcome a number of members who have started their training or expanded their operational du

ties. Recently qualified people include Kevir Plumb (MiniRail battery loco driver). Dave Gullev (steam driver), Norman Brown (steam fireman), Adam Gulley (steam fireman), Pete Suckling (crossing keeper), Robert Blake (signalman) and lan Jessop (Operating Superintendent). There are are due for passing out



One aspect of train operations that has changed considerably in the past few years is the need for improved record keeping - and

Keith Chadwick gets into the Christmas have a 100% pass rate. a few more people who Sprit as Mini Rail Driver during the Santa Event - Tim Rice

Stanbury. Assessments and written requirements are required for all operating staff every three years, and it is pleasing to report that we generally

this is not peculiar to

Chappel. Periodic confi-

dential medical examina-

tions are required, which

is administered by Mike

So when you see one of the small team of examiners and assessors sitting on Platform 3 in the sun (if you remember what the sun is!) on an operating day don't assume they are taking it easy: it could well be that they are undertaking the observations for a practical assessment.

### **Class 317s to Braintree**

Mark House has been out and about recently, and managed to capture this shot of 317672 at Braintree on 9th March 2013. An engineering block elsewhere led to the Class 317 units, which normally only work West Anglia services diagrammed on alternate services to Braintree on that particular day.



### General Manager's Report - It seems

only five minutes since the last magazine, but I am reminded it is some months and report is needed for the next issue. I put it down to being busy, and the last few months have been frenetic indeed.

By Ian Reed

#### **Fund Our Fields**

The conclusion of negotiations for the front fields, including meetings with our solicitor, briefing the board and keeping the Parish Council out of the mix following previous attempts by them to bypass the Museum, between them generated a large file of letters, reports, title documents, emails and plans. With the need to secure the loan agreement from our bankers running in parallel it was perhaps inevitable that exchange of contracts had to take place two weeks ahead of the loan finance being available. Fortunately a member was willing to loan the Museum the bridging finance at no charge under a formal contract and this was repaid once the bank funds became available.

This serves to illustrate that what appears to the outside as a simple statement, "we have bought the fields", hides well over a years worth of negotiation and work to make it happen.

Now of course we need to make the most of our ownership by providing all-weather parking on the lower field to avoid the past challenges of waterlogged fields' days before a major event. Plans for this have now been finalised and are shortly to go out to contractors for quotations. However it is already clear that our provisional budget of £25k for the work has risen to over £60k due to the need to meet new requirements for sustainable drainage and prevent immediate run off into local storm drains. No longer can you put simple hardcore roadways down, which was

our original intention, plus the entire field needs a comprehensive system of French drains installed which can store quantities of water which is released over time to ditches.

We therefore need to continue fundraising now to cover the cost of all- weather parking facilities and in particular would appreciate any member signing up to a regular monthly giving, even of £5, as this helps us guarantee the loan repayments if we have to increase our borrowing to cover the work.

Finally on the field front we held a site meeting with representatives of the Parish Council who wish to purchase a strip of land off us so that a footpath can be created to avoid the dangerous bends on Bures Road. We have advised them we are supportive in principle but it will be at least pro-rata on our overall purchase cost and they must cover our legal costs. One issue that is still to be resolved is that it potentially leaves us with a large liability for the trees along the edge of Bures Road which we do not wish to maintain. We are looking with our solicitor at how this could be removed.

#### **Heritage Lottery Funding**

14

Everyone now knows we successfully obtained funding of £99,800 from the HLF Your Heritage fund towards the Platform 5/6, South Sidings and site interpretation scheme cost of £114,000. Due to political constraints we were not allowed to announce this good news to the world until after the Local Authority elections at the beginning of May,

however the following week we held a 'Sod Cutting' ceremony on the site of Platform 5/6 with our local Borough Councillor, chair of Chappel Parish Council and a senior member of the HLF Regional Committee on hand.

We are about to send out the plans for construction again for quotation purposes of both P5/6 and the Sidings scheme. In house our Curator Jaki Collison has prepared the plans for the interpretation elements of the scheme and is ready to go. It would help us enormously to meet our committed finish date of this year end if we could start in July but increasingly it looks like being September before mobilisation of the appointed contractor takes place.

Before we focus on the delivery of the project itself it is worth reflecting on the fact that work on the application started some fifteen months ago with a key meeting at HLF offices in January 2012 helping us to refine our proposal to better match their criteria. From an initial draft outline the application was overseen by fellow Trustee Jeff Kilpatrick who obtained input from various members and had outline costing from myself. However in early December 2012 when the HLF announced it was closing its existing funding schemes from the 8th January 2013, ahead of new schemes and revised criteria being issued from April 2013. It was clear we needed to mover faster if we were to get this application in ahead of the deadline.

Fortunately by dint of some hard work over the Christmas and New Year I was able to get a refined and complete application to the HLF just hours ahead of their deadline. We employed a consultant to help us hone the final submission to reflect current HLF expectations and obtained letters of support



The Platform 5/6 Area - Lawrence Beeching from the NRM, HRA and Colchester & Ipswich Museums Service. The hard work and investment paid off when in March we were told on the QT that we had been successful. Now we just have to deliver it!

#### A Barn Too Far.

A continuing battle is being fought to try and achieve the Storage Barn first thought possible some two years ago following an approach by Lumicity about a solar panelled barn subsidised by them leading to us fast tracking a planning application and work to enable connection of 50kW array to the distribution network. You know this was scuppered when the Government arbitrarily changed the 25 year tariff payments and despite Judicial Review and legal appeals investors decided the return was no longer good enough to continue with the scheme.

Having identified how pivotal this facility was to the overall development of the Museum and the need to remove the temporary demountable buildings by 2021 we have been seeking ways to get this scheme back on the stocks. Elsewhere in this issue you will see an article by my colleague Jeff Kilpatrick where he goes into some detail on this topic. There is a proposed scheme whereby the possibility of funding is available but at risk of challenge. It thus requires a positive agreement by members to allow this to go ahead.

Leaving aside the funding issue, work on resolving the challenges of updated Ecological

Surveys (according to one anti-campaigner the development would affect a colony of greater crested newts) and soil conditions have been ongoing. The Eco Survey found no evidence of the claimed newt colony -surprise surprise - and that our development would not present any significant detriment

to the local ecology. Vindication of our position since we first undertook a survey some five years ago and determined there was no major wildlife or ecological impact.

The next challenge has been the issue of soil conditions and the ability to build the barn where we had permission to do so. We eventually had to bite the bullet lan Reed addresses the determine soil conditions down to

4m below existing ground levels. The report was not as positive as we had hoped since it means we now have to reduce ground levels over the whole site area to provide suitable guarantees that desiccation and heave would not cause future problems for the building.

Hopefully a final design can be submitted to Building Control in July and with a fair wind we might be able to start work on site in time to get the building up for the year end. I told you it might be a busy autumn!

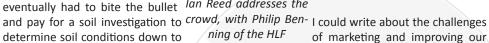
#### Outline Planning Permission - 10 year Masterplan

Last but not least there is good news to report with the award of Outline Permission for the erection of a new Restoration Shed, conversion of the existing shed and workshops into an Exhibition Hall and new Heritage Centre plus alterations to the NR public access to Platform 1 which would enable segregation at last between branch passengers and museum visitors.

There had been a long campaign by a few negative locals to stop us achieving this, indeed their ringleader made a last ditch appeal to the Planning Committee to limit our development and restrict when we open and limit how many people could visit us. Fortunately we got the unanimous support of the Planning Committee and even a vote of thanks from the councillors for our good

> work. A pleasing outcome to what had at times been a bitter and unprincipled opposition to our plans to make the Museum secure and sustainable for the long term.

The challenge now, as ever, is how we turn this permission into effect and provide a long term future for the site.



visitor income but feel this must wait until another time. One need that I will put to you all is to get more volunteers to be trained as visitor guides and a few to provide emergency cover for the front of house. If you would like to know more about what is involved and how we would support volunteers with training and back up then please either email me ian.reed@earm.co.uk , call me on the numbers at the front of the magazine or pop in at the Museum on a Wednesday or Saturday and speak to me face to face. Thank you.

#### Editor's Note.

We are aware that there is a lot in this edition about property matters. We make no apology for this, as it has dominated Trustee thinking in the last couple of years, and the developments described have a major impact on the Museum's financial position. But it is also imperative that provision be made for sustaining and then improving the facilities we offer the public and those which we have available to enable the fund-raising activities without which we cannot survive. Any duplication of information is regretted, but each contribution has been allowed to retain its integrity.

#### NOTICE TO MEMBERS REGARDING FUNDING OF A NEW STORAGE BUILDING

As mentioned elsewhere in this edition of SVS, the plans for a new storage building were upset when the Government changed the contract terms and the commercial investor Lumicity withdrew. However, a member of the Museum has come forward to offer to pick up the terms agreed with Lumicity.

As before, this gives us half the cost of the building now whilst the investor pays for the Solar Panel installation and earns a return over 25 years from the electricity generated. The risk to the Museum is negligible, whilst the investor takes his chance on the likely value of the right over the investment period. However, the member concerned plays a key role in the management of the Museum, and this raises the issue of a possible conflict of interests. The Trustees referred the matter to the Charity Commissioners, who would not express a view but indicated that we should take expert (and possibly expensive) legal advice.

The Trustees have decided instead to consult the membership at large. So, if any member has concerns over entering a Lumicity-style contract with the in-house investor, please make the exact nature of those concerns known to Jeff Kilpatrick at jeff@bluehaze.net or in writing via the VRC within the next two months in order not to hold up the start of building construction this autumn. Concerns raised, and any responses given, will in due course be published in a followup to this notice. If any valid objections are received then an EGM may be called in order that the wider membership can decide whether we should proceed with the proposal or abandon plans for the storage building.



There were no letters to the editor since Stour Valley Steam 154 was published.

Do you have something to say about one of the articles in this Magazine, or about happenings at the Museum, or even an idea you'd like to make public, if so please get writing now. However please be aware that we will not public anything which pokes fun at or would be considered harassment to other members.

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.

Pete Martin's Plumb Loco



Over the past few years we have seen the disappearance of the kind of garages where mechanics used to mend punctures, fixed motor cars and bikes and also sold petrol. You could also buy bits for cars: tyres, inner tubes, oil, upper cylinder lubricant, paraffin from a machine outside that dispensed a gallon at a time. Some also sold sweets for the kids in the car and that was about all (garages – not the paraffin dispensers). Bures had one just like it, but as we now live in a throw - away society and nobody mends cars nowadays or buys paraffin, it's disappeared like all the garages have, to become either an Eastern European car wash, or a block of flats.

One thing I have noticed over the past few years is that with my advancing age, there is a Victor Meldrew character emerging. This came to a head the other week when driving into our local petrol station, where I find it had been converted into another wellknown supermarket where you can now buy anything - including it seems, the kitchen sink. Fuel now seems to play second fiddle. Whilst it is now the Way of the World, and some might call it progress, converting these establishments into anything other than a petrol station is one thing, but as a purchaser of my usual forty guid's worth of fuel, why do I always have to join the infuriating mega queue with all those who have just done their weekly shop, and at the last second little Tyler or Tracy screams they "wanna cream egg" and "Have you got this week's lottery tickets and 16 scratch cards". Then they find their credit card doesn't work and the kids think that money, and cream eggs grow on trees,

and apples are laid by chickens that swim in the river.

It's not as if there isn't a proliferation of supermarkets just round the corner where people can spend all day crashing their trolleys into one another in search of the latest BOGOF. All I want to do is fuel up, pay up and go. On this occasion, Victor came out to play, and several vociferous comments came out doubting the parentage of those whose idea it was to lump all the tills together with no thought to people who only want fuel.

Foolishly I returned to the same premises this week — and lo and behold they've put a fuel only till in!

And so we return to the goings on at Chappel, where the same ol' crew have been busy putting new door cladding on the Restoration Shed doors, sorting Thomas's leaks, mending cranes, endlessly shunting the toys around, and crying over the Diesel Railbus. Also running another successful Thomas event, where we were awarded a prestigiously high ranking score, and taking No 11's boiler out of the frames for its 10 year boiler examination.

Henrietta has been at the tender mercies of Team Wednesday who built it in 2002, and then found that in company with many other wood orientated items, the wood you buy nowadays is already pre-rotted. A frantic rebuild was instigated just prior to Easter. (Well it was Christmas, but doesn't time fly when you are enjoying yourself!) Other coachwork includes the BS which is undergoing an inter-

nal refit having had the exterior repaired and painted. From what has been seen so far, is a splendid job. Should be the best one in the country - well in this part of the country anyway!

What do you mean it is the only one in this part of the country? Well then it will still be the best one won't it.

Our latest arrival in the shape of the 6 coupled Bagnall built loco," Lamport No3", recently purchased by Gift Aided donations, is currently lurking in the shed and considered to be a longer term project. Progress is de-

pendant on other negotiations elsewhere which I learn today have failed, so at present it looks like it will remain as an even longer term project.

After an initial surge on the Diesel Railbus, it's tailed off a bit owing to our tame contractor becoming embroiled with other things else-

where. In the interim, another member of the team has offered to assist with carrying on with the repairs and after a bit of a review, the focus of attention is now switching to completion of the Northern end first and working towards the centre. More recent investigations have revealed that the bodywork in the area of the sliding doors is in far worse condition than first found. Current progress has been to refit the curved cab windows removed for previous repairs. This was an interesting task which saw 3 people wrestling with a snake in the shape of the new window rubbers, and then trying to hold it all in place up a ladder whilst various strings were pulled to feed the rubber into the framing from the inside. We would have been no good as roadside windscreen fitters, and you could have set the gyrations to music. If anyone can remember the class 309 Clacton mainline electrics, they had the same style of cab window, so it is of little wonder BR did away with them! Attention soon turned to getting a better understanding of the condition of the floor and steelwork in the areas of the centre doors. Removing one door and the wood flooring to expose the steelwork revealed nothing. In fact there was nothing. Well it's not strictly true, though other than a lace curtain of rust, there wasn't a lot to see. Having exposed the damaged area, this has given rise to a rethink on procedures in order to preserve the integrity of the existing superstructure and may require

the installation of temporary supports whilst the main sections of corrosion are removed and replaced with new material in situ. Nothing daunted, it will be done, but not as quick as first envisaged. In the meantime, replacement rubbers are being sourced for the doors, and the latching mechanism is under



The New Arrival, Bagnall "Lamport No 3" in doors, and the latching the Restoration Shed - Keiran Hardy mechanism is under

repair as a separate project. Incidentally, the east side door is perfect, so it's got something going for it!

So come on folks, I saw a Youtube video of one of the other preserved examples running on the KWVR, it's a real novelty attraction, so we can get ours going – there might be a bit of artistic licence with it and in some respects it will be a faithful reproduction, but what a fantastic piece. So keep those gift aided donations coming in. It's going to need it.

Jubilee has been holding the fort and Tim and Michael have been working on a revamp for the Railex courses, which has been a bit of a trial, but seems to be working with those who have been on the course. It's just that it wants a few more people to be involved, and



The Diesel Railbus having received some attention to its paintwork for a few weeks. Howev-- Andy Neal er recent developments

we would welcome new members to join in. In fact this could be said for all our events, with the emphasis turning to themed ideas, where the same old few are beginning to be run ragged trying to screw it all together. So come on down. Our member's volunteer day was successful, and showed that it is not all centred on driving and firing.

Engineering have been involved with screwing new doors on the Restoration Shed after the demise of the original woodwork which was put up in the early 1980's when the shed was built. The security was next to nothing and the draughts in winter were something horrendous. Thomas has had some surgery to a few stays and some of the motion, and has just undergone the steam engine equivalent of colonic irrigation with a major washout.

The 10 year boiler examination of No 11, the 1905 Barclay, has been restarted in order to progress towards a seamless changeover when Jubilee's certificate comes up in a couple of years' time. Background work has involved the manufacture of a replacement inner main steam-pipe. The boiler was re-

cently raised out of the frames, where newly retired Brian has been busy making lots of noise with the needle gun cleaning down the outer fabric ready for painting and inspection, now that he has mended the shed compressor.

The N7 has been operating faultlessly until recently, when the air pump failed. Hurried couriering of spare parts took place and the loco was returned to traffic for a few weeks. However recent developments at time of going to press

have revealed that the pump is time expired, having failed again, and the lads at the Churnet Valley Railway have fitted a Polish one in its place. As I write this article we await reports to see if it now works. We do have another pump at Chappel, but that is of an unknown quantity as well. If the one that's on it works, then the original will be overhauled. There is not that much to the pump and they were reliable and agricultural in their construction. The only problems experienced were if the lubrication system failed, or the reverser system wore out – which we think is the case with ours.

So, the sun sinks over the horizon towards the longest day, and another pint sinks over the bar. We look forward to wondrous things for the future, where our Lottery Grant comes to fruition for further exciting developments to enhance the visitor facilities, and what we do at Chappel to extol the virtues of the evolution of the rural railways and their impact on the wider community.

Cor, that sounds good don't it. Well that's what we are all about. What did you think?

### Volunteer's Recruitment Day - An

extra event, to help attract new volunteers to the Museum

By Peter Robinson

As late addition to our calendar, the Museum successfully ran its first Volunteer's Recruitment Day on Sunday, June 2nd. The goal was

to increase the number of active members to help with both operating, restoration and other site works.

On the day, we offered visitors the chance to drive the DMU, 04 and Jubilee. In addition, prospective members were able to try their hand in the Signal Box or as a train guard. The atmosphere was relaxed and there were plenty of opportunities to engage visitors in conversation, both to tell them about the

plans of the Museum and to find out their own views – something rarely possible on a Thomas Day!

Overall, the day was a success, and we recruited three new members. Two other existing members also came along and expressed interest in starting training. We hope to run a similar event again and ideas and suggestions would be warmly received.

We currently have very few trainees for operational duties, so if you're interested and fancy having a go please contact Rob Boyce, our traffic manager, to see what is available.

It gives us another reminder of how dependant we are on "the few" to keep the show

on the road. It becomes increasingly apparent that we are only slowly attracting new volunteers, especially from the younger genera-

> tions on whom our longer - term future will depend. Any help you are able to give, by assisting at events and by finding new recruits, would be greatly beneficial in building the Museum's future. We recently had a successful Volunteer Day in which managed to recruit a number of new members. It is hoped to run similar events in the future and also to get existing members along with a view to getting a taste of various jobs needing to be done on our oper-

ating days.

Alternatively there is plenty going on in the Restoration Shed, primarily on Wednesdays and Saturdays, although there is now a growing Thursday team.

When so many projects are on the go as we have at present, it is vital we all work together as a team and welcome new members into it. As Confucius (or someone of equally great antiquity) said: "Many hands make light work", and we certainly need every pair of hands we can recruit to the cause.

## Introducing Milo Mouse - Once upon a

time, as the story goes, a small mouse called Milo was born.

By Jaki Collison

He comes from a long line of railway mice that help out around various stations. Milo happens to be the Station Master at Chappel & Wakes Colne Station and can been seen around the Museum. He was not always a Station Master, but has always been in charge in one way or another, and wearing his bowler hat. He now wears his Station Master's hat with pride. Together with his friends, Milo Mouse is here to help. Over time we will introduce you to Milo and all his Friends.

Milo and his friends were inspired by the mouse that Terence Cuneo hid in his paintings, and the original Milo has evolved with the help of a friendly graphic designer. Keith Chadwick has also started to write stories involving Milo and his Friends. The first of these tales has been written and hopefully there

are more in the pipeline.

We have recently launched a new initiative for families, bringing out a range of interactive experiences designed to encourage children to engage with the Museum. Leading this effort is Milo Mouse, a friendly character who will guide children around the site. Some of the activities have been with us for a while, but new ones are also being created, such as an interactive cab of a steam locomotive. and plinths where children can handle part of our collection, along with Question and Answer objects. Some of this has been possible as a result of us being awarded a small Museum Development grant by Arts Council England. Along with these activities there is 'Find Milo's Cousins', whereby various small mice have been placed around the museum site for children to count and receive a certificate at the end of their visit. There are I-Spy sheets as well.

Future plans include the development of a child-friendly website with animations, games and more. It is also proposed to bring more life and colour into the Education Room.

In addition, Michelle Winslow has started to run art and crafts sessions, linking them with events. The first was run along with the Transport Event in May. Over the course of the day children could make models using their imagination from the various boxes and cardboard that has been collected, colouring and puzzle sheets to playing with 'Scalextric' - style motorbikes. More of these sessions will be run over the course of the year.





▲ Milo assists General Manager Ian Reed in the Visitor Reception.

Milo tackles the task of Signalman in North Box, showing all how it's really done. ▲

▼ Milo checks that the Pump Trolley is safe for Museum Members to use at the Trollies and Dollies event - Michelle Winslow / Milo Mouse Facebook Site.





▲ The Museum's N7 passes Chappel North Signal Box during 2011 - Kirean Hardy.

▼ APW 829B, Ipswich Transport Museum's Bristol MW6G outside the Goods Shed during the Transport Extravaganza in May 2013 - Sarah Hartwell.





- ▲ A vast collection of classic vehicles on display during the Transport Extravaganza in May 2013 Sarah Hartwell.
- ▼ 60163 'Tornado' heads a Norwich-Salisbury 'Cathedrals Express' at a public footpath crossing on the climb from Manningtree to Ardleigh on 27 June 2013 G.D.King.



#### Vintage Buses from the Transport Extravaganza Event



WNO 479 on display in the field.

▼ Shop at Binns - Sunderland Corporation Transport's Crossley DD42/3 GR9007 waits in the yard before its next run to Bures.



▲ Former Eastern National UXV 7S outside Bures having done a run from the East Anglian Railway Museum.

UVX 7S

CHAPPEL

All Photos by Sarah Hartwell

## From the Potting Shed - I always know

when Spring must be on its way, by the way my back is aching, not to mention my knees!

By Corinne Sermons

I was gardening for most of the winter although a lot of that has been in the greenhouse. Colin and Marie have just moved into a new house and so I have been helping them decide what jobs to do. Xmas was spent with them and Brian took along his chainsaw (his only garden tool). The garden has lots of plants new to me and some of them will soon appear at Chappel if I can sneak more into the car while Brian is not looking.

This time last year I started the gardens at Marks Tey station. With my friend Brenda, we now have four gardens and two large wild flower areas. At the front of the station there are a cottage garden, shrubbery and "Show Garden" (last year it got strimmed). By the car park there is a special specimen plant garden with dahlias etc. Then there are my "weed" garden and the woodland area. I have tried to plant lots of bee and butterfly friendly plants mixed in with natives, so we have Lupins and

Buttercups, Foxgloves and Red Campion, Delphiniums and Dandelions.

Back to the EARM. In April we spent a Saturday in the Orchard marking up the living bushes and trees in the hedge (by the Car Park). The "we" in cluded both granddaughters, Elizabeth (4) and Ivy (1). They were very good and spent ages playing with the soil kindly donated by Linda Robinson (I told the girls they could make sandcastles with it!!).

Over the next few weeks I cut back old plants, pruning shrubs and tidied up the main bed on Platform 2. The tubs and baskets outside the Goods Shed and on Platform 3 had a summer makeover in May. The Orchard Garden will have a seasonal re-planting where there is room. Thank goodness the rabbit population seems to have gone away, as they decimated the winter flowers. Perhaps they have moved to pastures new.

As the weather has improved different aches have appeared. The Geraniums were hardened off before the hanging baskets were made up and put into place on Platforms 1 and 3. What sort of year are we going to have? Don't know but at least it gives us something to talk about!!



## **Clacton to Colchester Electrification**

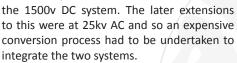
By John P Richards and David Reeve

#### A Pioneer 25ky AC Scheme in Essex.

As a postscript to my article on the End of GE Steam it was suggested that I should

have mentioned the significance of the Clacton - Colcheselectrification scheme.

The original GE electrification scheme to Shenfield, subsequently extended to Southend and Chelmsford, used



The background to this was that in France the SNCF began operation at 25kV AC, of a sec-

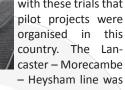
tion between Valenciennes and Thionville, in July 1954. In May 1955 the French Railwavs invited an international group of railway engineers to a conference at Lille, at which they presented the complete results of their experience after nine months' operation of the new system. They demonstrated that considerable economies had been Wiring Train in Operation on to Ipswich and Norwich. The

achieved in the cost of fixed equipment, even after taking into account the cost of additional insulation and the alterations to structures required to provide the greater electrical clearances for the overhead wire necessary for the higher voltage. Further,

the claim was made that, contrary to earlier expectations, the AC locomotives they had introduced were cheaper and lighter than the

DC counterpart for equivalent duties.

The British Trans-Commission was so impressed with these trials that



electrified at 6.6kv AC and the Colchester -Clacton/ Walton line (CCW) was energised at 25kv AC. The Clacton line was probably chosen because it was a large extent self-contained and a natural extension of the existing Chelmsford scheme. It could also be integrated into some long - overdue improvements

to Colchester Station, some of which were started before the war.

These included remodelling of the platforms to ease a severe speed restriction, and a new burrowing junction so that trains from the Clacton branch avoided conflicting movements with the main line

complexities of this and the tri-

angle serving St Botolph's Station, together with installation of colour light signalling, would have provided the engineers with a lot of valuable experience for much busier lines.



Reconstructed Down Platform at Colchester



Clacton Line



Diesel Railcar and Electric Multiple Unit in Colchester Station with new Overhead Line Equipment

Electrification of the CCW line commenced in 1957 and by January 1959 it was electrified as far as Great Bentley The first trial train to run on the newly electrified section departed Colchester on 18th January 1959 and terminated at Great Bentley; the first line in the country use the 25kv AC system. Through electric services to Clacton were inaugurated on 13th April 1959.

Initially, there were some high -profile accidents with footplate staff forgetting the proximity of electric cables. This was perhaps made worse by the fact it was initially necessary to retain steam for freight trains and through passenger services.

The Shenfield - Chelmsford section was converted in November 1961 and during 1962 the "gap" between Chelmsford and Colchester was electrified, thus enabling through electric trains between Liverpool Street and Clacton/Walton. These trains were operated by the AM9 "Clacton Units", later Class 309.

In their early days these had a very striking appearance, with maroon livery and wraparound windscreens. At the time they were expected to be the new standard EMU with their Commonwealth bogies and 100mph capability. These cars remained in GE Section service, although much changed in formation detail, until January 1994.



The AM9 units in Clacton Depot

# **Branch Lines**

#### **Reports from the EARM Branches**

Colchester - David Reeve, 01206 793923

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

North London - Roger Elkin, 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, 01376 561778

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

### COLCHESTER

The first meeting of the 2013 was held on 1st February when Geoff King gave a presentation on "The last twenty years around Colchester", which covered the surrounding areas of Clacton, Ipswich and Marks Tey. Geoff divided the talk into sections dealing with passenger traffic, freight, steam specials and even the so-called "Thunderbird" rescue locomotives. Since we are in the era of Sectorisation and then privatisation we were treated to a wide variety of liveries. The last section of the evening was devoted to a range of steam traction and included shots of 841 Greene King, 69621 at Colchester and 35005 Canadian Pacific approaching Colchester, along with many more splendid examples of preserved steam that has passed through North East Essex. It had been an excellent as well as nostalgic evening which was warmly enjoyed by the audience.

Colchester Railway Group broke new ground (for us) when on Wednesday 6th March it hosted its first-ever afternoon meeting. This was arranged by long-term member Michael Allen, who has attended similar events at Ipswich RCTS in the recent past. Mike treated us to a slide show based around his colour slides from the 1960/61 period. There wer wideranging subjects, Scotland, Great Central Line and the early days on the Bluebell were all covered. Notably for us he recorded the transition of the suburban service from steam to

electric. n our local area, this was the period when the Jazz Service suburban lines were converting to 25kv electric. There were shots of the N7s hauling trains at Bethnal Green and Enfield Town. An L1 2-6-4T was seen at Liverpool Street with an empty stock train. Steam held on for a year or so on the North Woolwich to Palace Gates line and here we saw more N7s on the job. The meeting was arranged at quite short notice so it was not possible to give it the normal publicity effort. Nevertheless it was deemed a success and it is hoped to arrange another show later in the vear. It is too early to say whether it will become a permanent feature of our programme but it was certainly a change to go home in daylight! Our thanks go to Michael for giving us a chance to see a selection of his excellent and evocative slides.

On 5th April the next scheduled evening meeting welcomed Dave Carson on the subject of the Mid Suffolk Light Railway (MSLR), also known as The Middy. Now a heritage railway in Suffolk, Dave took the meeting through some of its history from the issuing of its original light railway order was issued on 5th April 1900 to its final closure on Saturday 26th July 1952. . Traces of the railway gradually vanished from sight as the track-bed was sold to farmers and ploughed up. In 1990 a small group of enthusiasts set up a a Museum in the village of Wetheringset, almost on the site of the former Brockford station. This has now grown to a display of artefacts photographs and rolling stock, with steam trains run on numerous Sundays.

The talk was enjoyed by all those present and we wish Dave all the best in his work with the "Middy".

On 7th June, the last meeting before the summer break, John Manning presented "Recollections of Rail Tours in the 1950s and 1960s". John covered a number of different such tours. The evening started on the Tiptree branch, beginning at Kelvedon, with a variety of 1957 monochrome shots along the line. An RCTS tour on 10/8/1958 departed from Liverpool Street at 9:57am, travelled in a large anti-clockwise route and arrived back at St Pancras at 8:09pm.

Next, there was an RCTS tour on 19/11/1960 to commemorate the electrification of the Jazz Service. There were various shots were of the infrastructure and the itrain which was hauled by J69 No. 68619 (the Liverpool Street Pilot) and later by an unidentified N7. On 31/5/1962 a GE tour was organised to commemorate the imminent passing of steam from the former GE lines. This featured Britannia Pacific No 70003 "John Bunyan" as the main motive power.. The final shots of the evening were from an LCGB tour on 21/6/1964 from Paddington via Swindon, Newport, Shrewsbury and return. 7029 Clun Castle was the motive power until Shrewsbury, after which 46251 City of Nottingham took over for the rest on the trip and the journey back to London. It had been and exciting and nostalgic evening that was enjoyed by a large audience.

Future meetings commence at 7:30pm and finish at 10.00 pm sharp. They take place 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 on 01206 793923 or e-mail: d\_e\_reeve@hotmail.com.

### NORTH LONDON

In February our Chairman gave us a presentation on the Isle of Man trains, buses and trams, past and present,. This involved using digital images from old postcards and photographs, as well as photos taken on the island more recently. There is still an amazing variety of interesting transport on the Isle of Man, making it well worth a visit.

The Branch AGM was held in March and the same committee was re-elected yet again! Following the business meeting an old video on London Underground was shown — very appropriate in view of the 150th anniversary of the opening of the first Underground line from Paddington to Farringdon in 1863.

Paul Chancellor, the current owner of Colour Rail came to see us in April, and told us about the changes to the business since he took over from Ron White, including showing how even damaged slides could be salvaged with modern technology — so don't throw anything away, and make sure your family appreciate the potential interest in your slide collection when you die!

Ken Livermore paid a return visit in May to show us slides of lines from Paddington to the West in about 1960 – very nostalgic for many of the audience, at a well-attended meeting.

We also had a very good turn-out for Dave Cockle's talk on the history of the Great Northern Railway stations in the London Borough of Enfield — our local area. Dave has done a lot of research in the local library archives and the National Archives at Kew. In addition he has obtained photos and information from retired railwaymen and railway enthusiasts to put together a fascinating illustrated talk.

# SOUTH WEST ESSEX

The Emerson Park Bermuda Triangle of road works did not keep me at home for the first meeting of 2013 in January, but double-dip flu did. But good reports were received of Phil Wood's slide presentation entitled "Decades". Given recent events underground, it was appropriate that Phil started off with pictures of Steam on the Met back in the 1980s, when trains ran between Harrow. Watford and Amersham – very well run enterprises, in my recollection. Then we had a look at the repatriation of "Dominion of Canada", followed by an overview of the A4s in British Railways days. Equally topical were a look at the B17 "Sandringham" class, currently the subject of a new build scheme, and the Bluebell Railway - and we all know where they are going.

An entertaining evening that your scribe regrets missing.

Over the years South West Essex Branch has been blessed with an impressive number and variety of excellent speakers, and in February we were able to add to that list. Neil Marshall's magnum opus is the Brighton Belle Project, which plans to get a five car Pullman train back on the main line within the next couple of years. Neil described the history of the Belle from 1933 through to its demise in 1972, and showed the fate of the rolling stock beyond then. A positive aspect of the project is that the driver's cab will be far more comfortable than in the original!

Progress has been swift, and interested parties can follow progress at www.Brightonbelle.com
Our thanks to Neil for an absorbing and very professional entertainment.

Moore Brothers buses ran services in the Chelmsford/Colchester/Braintree area from

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the start of the 20th Century up until 1963, when the owner retired and the services were taken over by the nationalised Eastern National organisation. Michael Hunt travelled up to Upminster in March to tell us all about it, and his experiences as a conductor and driver in the 1950s were well worth hearing. Michael's reminiscences after half a century were pin-sharp, recalling people, routes and vehicles as if it was yesterday. Michael's talk was delivered without a script, and we were left with the impression that he could have entertained us for a lot longer if time had not intervened.

This was a master class in instruction and entertainment, and we are grateful to Michael for travelling to see us, and to Keith Turbutt for providing his transport. Alas, Moore's routes never reached Upminster.

More information on this very local bit of history can be found at: http://www.petergould.co.uk/local\_transport\_history/fleetlists/moore.htm

At the last count, South West Essex Branch had sat through at least two talks about Crossrail over the last twenty years, and April brought the opportunity to turn this into a hat trick. Patrick Griffin presented a history of the scheme using hi-tech graphics to show how the plans evolved over the lengthy gestation period. Originally, of course, Canary Wharf did not feature in the scheme but now it is one of the most visible of the many construction sites. Of particular interest in Patrick's talk were the details of how the boring machines worked – incredible bits of technology, beavering away beneath our feet and rarely seen by the travelling public.

As far as our local Gidea Park station is concerned, we will get longer platforms and step-free access. We wonder if the recently "lost" canopy over the booking hall door will be replaced...?

The May meeting was a "do it yourself" evening, with the members providing odds and sods from their film collections to entertain the masses. Branch Secretary John Rayment brought along his impressive holiday films of American steam trains, which are always worth a viewing. Continuing the holiday theme, we also saw the GANN in Australia, and by contrast, railways on the Isle of Wight. Other topics included London trams and various buses, providing a well-rounded evening's entertainment, and our thanks are due to those who raided their archives for our benefit.

We were overseas again in June when the well-travelled Ken Follett came up to Upminster again to talk about Transport of the Imperial Cities. He took us on a tour of Budapest (or really Buda and Pest), Prague, Vienna and Berlin. This well-illustrated talk showed us the tram and rail networks of these conurbations, some of which were refreshingly modern, whilst others were equally refreshingly old. None can compare in size or complexity with London's network, but nevertheless provided a very interesting evening's instruction and entertainment.

## H.C.Chambers and Son (Bures) Ltd

Mark House caught this historic moment on 2nd June 2012. After several days of speculation it was announced that Go-Ahead had purchased what was claimed to be the oldest bus company in the UK, H.C.Chambers and Son of Bures.

The photo shows the final Chambers bus to enter the Bures premises of the company (an ECS move from Sudbury bus station). The following day all the buses and coaches were moved to the former Hedingham Omnibus (another Go-Ahead company) depot in Meekins Road, Sudbury, which became the new home of Chambers, to be run under the same management team as Hedingham.



Since taking over Chambers, Go-Ahead have replaced the majority of the double decker fleet with low floor Plaxton President buses from other Go-Ahead operators.

### A Secure Future for E79963 - The

Museum's purchase of W&M railbus E79963 from the North Norfolk Railway has secured the future of surely one of East Anglia's 'iconic' rail vehicles: all concerned must be congratulated.

By John D Mann

Just five units were bought from the German manufacturer in 1958, to 'cut costs' and 'reinvigorate' local branch services. However, by 1964 all were languishing in store at Cambridge, their future uncertain. By a twist of fate, four were saved by embryonic preservationists in Yorkshire and Norfolk.

Entering BR service the railbuses proved unreliable and basically unpopular. After three received new engines (including E79963) they settled into a somewhat uneasy existence, lack of space a major issue. With the downturn in patronage experienced during the mid-sixties they were adequate for most journeys. The end came swiftly after just seven years.

E79963 was a true 'Essex' performer, regularly seen on the Stour and Colne Valley lines, Witham to Braintree and Maldon lines, and the Saffron Walden branch.

Let us now hope that a sense of enterprise might prevail regarding East Anglia's TOC, whoever that might be in the future. To see this authentic vehicle in action between Marks Tey and Sudbury would be something very special.....

#### Suggested Further Reading

The Witham to Maldon Railway: A Pictorial History by Len Wilkinson, Essex Transport Publishing, 2010 - has two splendid views of E79963 ex-works at Witham and Maldon in 1963

The Saffron Walden Branch by Peter Paye, Oxford Publishing Company, 1981 - has seven views of E79963 1963/4

WuM railbus E79962 arriving at Marks Tey with the 1206 to Cambridge via the Colne Valley line, 14th October 1961 (J.N. Faulkner, JDM collection)

### Words from the Works

By Allan Robinson

#### Locomotives

**No. 54** is now back in service following its stay problems and has performed well at the North Norfolk Railway; this is the first time it has been on hire to them. Meanwhile, "Jubilee" continues to operate on most of the Museum's Event Days.

**No 11** is progressing towards its 10 year boiler examination, and the boiler has been stripped and jacked up in preparation for this event. (This allows Brian Sermons to annoy everybody with his needle gun). A new main steam pipe has now been manufactured so it hoped work will soon start in earnest on overhauling the locomotive with a view to returning it to service.

#### Rolling Stock.

The Pooley Van is nearing completion and it looks splendid in its crimson livery, especially

now that it has had the sign writing done. Well done to Rob Varletta and Keith Tomlinson for their hard work on this. The interior still needs finishing off - this job will be done as soon as time allows. Ian Rushbrook has almost completed the brake gear on the Lomac and a start has been made on the decking for the wagon.

The SCV Horse Box has had the new roof covering fitted, which will enable it to be moved outside shortly. This will release shed space for the underframes of the "Chapel" coach to be brought in to the Restoration Shed, to be repaired by Kevin Watson. The process of making all the special long bolts is progressing thanks to Alan Harmer, and a new set of W-irons has been manufactured for it. The wheels are now almost finished, having been cleaned and painted, and it is hoped to get them under the frames by the end of the year.

## Oh Doctor Beeching!

By Ian Reed

In the midst of all the other things happening at the Museum, we were approached by various sections of the media, Television and Radio in particular, in connection with marking the 50th anniversary of the infamous Beeching Report 'The Reshaping of British Railways', on 27th March 1963.

Again, our Curatorial team came up with the goods in the form of a temporary exhibition in the Heritage Centre about the Report and its impact upon the country and this region in particular. Yours truly provided a radio interview in the Heritage Centre talking about the impact of the Beeching report whilst we had an Anglia TV crew on site from lunchtime to early evening to do live interviews about the subject.

Asked my opinion as to whether Dr Beeching got it wrong, I said in some respects yes, but that it was the fault of his political masters who set the terms of his review. They then went beyond it in forcing closures and abandonment of lines not even identified in the Report itself. The coverage I saw in the media, as always, tried to make it a black and white issue whereas in fact it was more complex. Having taken the time to read the whole of the report it is clear some changes had to be made, even if the data was flawed and criteria biased. What was heartening though was that when the regional media wanted informed comment and historical background it was the East Anglian Railway Museum they approached. I think that is a measure of some success for the work of the past 43 years at Chappel.

# **Going for a Walk -** One might think that looking after a railway line is difficult; however this is far from the case.

By Nick Ridgway

It's actually quite easy for someone with entry-level skills to make a big difference in the way that our railway appears and operates, and it can be done simply by going for a walk along it. Take care that you don't get caught out by passing trains and do not walk on the neighbours' Sudbury line under any circumstances. If you have some spare time, go for a walk along our railway and grow an interest in it and its well-being. It does help, though, if you take some things with you, and wear high visibility clothing; acceptable garments can be orange, white or any fluorescent colour. If you're not happy walking about when our trains are running then please feel free to do it when they aren't, although formal personal track safety training is available on request.

So try taking along some of the following things and a friend to share the experience, and do look out for each other's safety along the way:

#### • A notebook and pencil.

Pencil, not a pen, as some inks run when wet. Look critically and carefully at objects forming, on, around, beside, over and under the line. Take your time. Does everything look well, or are there things that might need doing in the near future? Is anything worn-out, cracked, bent or broken? Make a note of these things and their exact location, and report them to the relevant person on return; a list of names, addresses and phone numbers will always be found in this magazine. Such a report may catch the odd item that is safety-critical that no-one else has noticed, enabling action to be taken to protect the Customer,

our operating staff or perhaps both, and along with it the income derived from the railway.

#### An empty bucket.

Steam engines drop coal despite the best efforts of our firemen to keep it all inside the engines' important little places. Sleepers and fence posts deteriorate over time, leaving behind odd slivers of wood. Trees drop twigs and sometimes larger pieces of potentiallyuseful firewood. The Customer may leave pieces of combustible litter in odd places. See if you can fill up the bucket with dropped coal and other combustible materials. They aren't wanted on the line. If there is no passing steam engine to receive them, North Box Signalman may appreciate the collected materials, particularly over the winter period so as to keep the box warm and cosy, and providing a welcome fire for the Customer that chooses to visit. Just occasionally, incombustible refuse appears on the line too, and this is best removed for disposal as otherwise it makes the railway look unsightly and impacts the Customer's impressions - if we don't care, then why should he return?

#### A fishplate spanner.

Preferably one with the widest jaws. Collect one from the PW Stores vehicle and return it afterwards; the Security Officer has the release code for the combination lock and is available by telephone. All the nuts and bolts that comprise the fastenings at fishplates, check-rails, common crossings and the like need inspecting from time to time to make sure they are respectably tight, and they have been standardised on our railway so as to fit

the wide-jawed fishplate spanner. Tap each bolt and nut with the spanner, and see if it moves. If it is loose, tighten it, though there is no need to flog it up until it breaks; the weight of one adult on the end of the handle is well tight enough. Fishplates are there to act as a sliding joint between rail ends and if fishplates are too tight, the track may buckleout sideways in hot weather. And look out for your and your mate's safety: there are eight ways to stand to tighten up a fishplate bolt and seven of them involve significant risk of personal injury! Standing outside the line, in the "6ft way", and pushing the handle of the spanner downwards is the safe way to do it. Under no circumstances stand astride the rail and use body weight to jerk the spanner backwards, or a lengthy period in a wheelchair will be the outcome when the spanner slips off the nut.

#### • A keying hammer.

Collect one from the PW Stores, and return it afterwards. This hammer has a long handle, a thin driving end and a thick driving end. The thin end is for driving keys out, and the thick end is for driving keys in. Keys are what hold bullhead rail into the chairs, and occasionally they fall out. Mills Springs can be driven with very little skill, so don't be frightened about hitting them hard as the outcome will be fewer strokes. Panlocks, also metal, are specially designed not to fall out and it is better to get the Panlock Driver tool into action to put them back in if you are not sure of your safety; fit a spare Mills Spring or an oak one for the time being, and report it. It is the compressed oak key that needs more than a little care. When driving in an oak key, make sure that the thick end of the hammer connects squarely with the key as otherwise the head behaves a little like a wedge, splitting the key and reducing its potential life. They take more, lighter, more precise blows to drive them home. Mills Springs should be the general-use key, with oak keys in check rails and Panlocks for troublesome areas. Drive the key "towards the river", "towards the platform" and "towards the joint"; the other keys in the rail will show the general appproach. Mills Springs and oak keys should never be driven fully home as to do so will increase wear between the rail, the chair and the key. An hour or so looking for keys that have dropped out, and putting them back in, is time well spent.

#### A bucket with a few dozen ferrules in the bottom.

Ferrules are the soft inserts that fit between the chair and the chair-screw. Collect them from the PW stores as before. Look for "shuffle", namely, chairs that are moving about on top of the sleeper or timber under the effects of passing traffic. Shuffle is usually an indication of worn-out ferrules and if allowed to continue, the chair will literally shuffle its way deeper into the sleeper or timber, which is a more awkward, expensive and time-consuming renewal. If you find a chair that is shuffling, place a new ferrule prominently on top of the chair-screw for someone else to come back and attend to later. The new ones are usually brightly-coloured, making them easy to spot and replace, and if they are laid out ready, someone armed with the next tool can easily do several of them in an hour or two.

#### A T-spanner.

An old screwdriver and a mallet. This is literally a T-shaped spanner with a square box drive that fits over the head of the chairscrew. Collect one from the PW Stores and return it afterwards. Scrounge a screwdriver and a mallet from some kindly soul in the workshops, or bring them from home. Walk to areas where our colleague above has laid-out replacement ferrules. Using the spanner, unscrew the chair-screw, dig-out the worn-out ferrule with the screwdriver, destroying it if necessary, bash a new

one in with the mallet so that it is still a little proud of the top surface of the chair casting, and reinsert the chair-screw. A stitch-in-time saves nine. • A bucket of gloopy old oil and an old "toshing" brush.

Used motor car sump oil can be put to very good use. Use gloves during this exercise to keep it off the skin. Start by lubricating the vertical face of the check rail around the curve into the platform at North Box; this rail does a lot of work and the oil will reduce the wear that takes place between the rail and the backs of the flanges of passing vehicles. Take special care not to get it onto the running rail, as this can cause wheels to slip and slide, which is not what we want. Next, lubricate the vertical faces of the slide chairs in the iunction that connects the main line to the platform line, as it makes life easier for the Signalman and reduces wear. If you need to put a hand in between the slide rail and the stock rail to remove, say, an errant lump of coal, make sure you drop a key or something else solid into the gap beforehand so that your hand doesn't get crushed by the Signalman giving the actuating lever a big heave while he is not looking. Either that or flick the object out with the brush.

Lubricate the facing point lock assembly, possibly lifting the cover plate off first to get some oil inside it. Put a drop of oil on any crank pivots that are accessible and put the covers back on. Finish by lubricating the vertical face of the other check rail. Once this is all done, repeat the process for all the other junctions and rodding pivot cranks, working southwards and coming back up the Back Road towards the shed while leaving the junction in the Sudbury line well alone.

Give each mechanically-operated signal wire a quick tug. Does its arm fall naturally back to the danger/caution position or would a quick dart round with some oil on the cranks and pulleys improve matters? Is it best to report it for more specialised attention? Test locally-operated points, lubricating them as above and checking that all is well when the handle flicks the switch rails to the opposite position.

• A pot of light-coloured oil-based paint and an old paintbrush.

Put a little paint on the running rails at the blunt noses of common crossings. Where the wheels rub off the dried paint is where wear is taking place and after a few passages of vehicle wheel-sets the need for adjustments to check rails will become apparent. Even if you don't go this far yourself, the paint will clearly show others what to do. Are there sleepers and timbers that are obviously life-expired and overdue for replacement? Paint a large X on the middle of them, as this will help others determine the need for timbers and sleepers over time so they can be obtained and dropped-off near the right place from a passing class H ballast train.

- A hammer and some fencing U-staples. Post-and-wire fencing is in use widely across the site and occasionally needs some attention to keep things as they should be. A pocket-full of staples, a few nails and a claw hammer can do a lot to keep our Customer safe.
- A pocket-full of empty carrier bags. Despite our best efforts at keeping them down, weeds do occur from time to time, especially where drainage or ballasting is poor. Vegetation growing in the track makes it look unsightly and will retain water in the area, contributing to timber and sleeper decay. Concentrate on one area at a time, pulling weeds the weeds whole and stuffing the bags with them. Remove them from the railway at the end of your time.

#### **Editors Note**

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Nick has provided us with a number of "Training Notes" articles which we hope you will find interesting, we intend to run these over the coming issues of Stour Valley Steam.

Obivously though, 'Elfin Safety and all that with this kind of work, so please ask for further advise or assistance from Nick or others on site should you require it before doing anything you are unsure of.

### Ford Thames E83W - NSV 939

A new addition to the Museum's yard is this Ford Thames E83W pickup, this 1953 vehicle is being cosmetically restored, with the intention being that it will form part of the coal drop scene originally reported by Nick Ridgway in Stour Valley Steam 151.

Another excellent addition to the Museum and sits nicely along side Kevin Watson's collection of vintage vehicles which are very popular with our visitors and sets vintage railway scene off so well..



# Wivenhoe 150th Anniversary By Jaki Collison

On Monday 6th May a celebration day was held to mark the 150th Anniversary of the railway coming to Wivenhoe. A plaque was unveiled by Mayor Penny Kraft and a commemorative quilt was created by the Wivenhoe Quay Quilters. A great day was had by all. The museum was able to help set the station scene for the day by loaning a uniform for the 'Station Master' Aaron, as well as a lamp, milk churn, suitcases and a barrow.

### Les Buist

Just as we were going to print in Stour Valley Steam 154, we were made aware of the death of long-time Museum member Les Buist, we have been able to find this photo from the Museum Collection of Les standing outside the original North Box at Chappel.



### Great Eastern Ivatt Class 2s - With all

the excitement surrounding new Britannia Pacifics on the Great Eastern during 1951, the arrival – also brand new – of five Ivatt Class 2 locomotives is often overlooked.

By John D Mann

The initial plan for these versatile 2-6-0s was to replace some older classes deemed life expired. However, crippling loco shortages meant the new engines worked alongside the old order during the following decade.

Testing was evident from 1948: No. 6417 was noted at Colchester on 6th July sporting LMS tender lettering. Great Eastern allocation of the first Darlington built examples came in June/July 1951, with 46465/6/7 going to Cambridge (31A) and 46468/9 to Colchester (30E). With the exception of 46466 all were fitted with distinctive narrow chimneys (said to improve draughting) and were soon at work on varied services, proving popular with crews unfamiliar with modern devices such as rocking grates and self cleaning smokeboxes.

The Ivatts became a daily sight on the Stour and Colne Valley routes, but were equally at home virtually anywhere, being especially useful for heavy summer excursions to the Essex Coast.

In 1953 celebrity status was bestowed upon 46468: highly polished, it worked the first train out of Brightlingsea after prolonged closure due to severe flooding. 46469 was similarly prepared for the official inspection train prior to the start of the 25kV electric services to Clacton and Walton on 16th March 1959.

In November 1959 both 30E based engines were reallocated to Parkeston (30F). They were seen regularly working through Liverpool Street coaches between Walton and Thorpe le Soken. With allocated steam leaving East Essex in January 1961 46468/9 joined the 31A trio. All remained active until well into 1961, with 46465 reported headed for Clacton on Whit Monday with eight coaches, via the Stour and Colne valleys. In July 46467 was recorded leaving Trumpington yard with the daily freight for Clare, with twenty wagons in tow.

With Cambridge losing its allocation in June 1962 the five Ivatts went to pastures new, 46467/8 finding work in Scotland: all were withdrawn by 1967.



Cambridge based Ivatt Class 2 No. 46466 at Stoke with a Stour Valley line service, 13th July 1957 - P. Waylett, JD Mann collection.

# Happy 40th Birthday to the South West Essex Branch

It appears that congratulations is in order for the South West Essex Branch, the notes from Stour Valley Steam in July/August 1973 included this piece about the branches first meeting:

#### NEW BRANCH

The 'South West Essex' Branch recently held its inaugural meeting at the United Services Club in Romford Essex. A permanent meeting place is still being sought. Details of activities will, it is hoped, be included in 'Stour Valley Steam' in the future. In .the meantime contact Mr. D. Thompson, Hornchurch, Essex, for details (include a S.A.E. with communications).

Hopefully in those days the traffic in the Romford/Hornchurch area was less of a problem than as frequently reported by Geoff Hutton now!

### **Stour Valley Railway Model Railway Group**

You may recall a short piece about the former model railway in the Station Buildings in *Stour Valley Steam 153* (Summer 2012). A couple of pictures by BDJ Walsh have since turned up. Also, here is a further snippet regarding its operation from the Dec '72 – Jan '73 issue of Stour Valley Steam.

The group is going from strength to strength under the leadership of John Howie.

By the Summer Bank Holiday weekend of 1972, Chappel and White Colne were operational throughout and Stephen Daly has prepared working timetables and operating instructions, including details of 4-wheel railbus workings au-



thorised, weight restrictions, also that the crossing gates at White Colne were operated by the trainman etc.

The group is arranging a modest programme of exhibition fixtures during the winter and is looking forward to Long Melford next summer. The display is open for the entrance fee of 2p.

Does any reader have any information about the layout's fate/present whereabouts? Also are there any copies of the newsletter which refers to 4 wheel railbus diagrams in existence? It would be nice to re-create this in 12 inches to the foot in due course!

## Stour Valley Steam Through the Years

Our regular look back at articles from previous editions of SVS

#### 40 Years Ago - Stour Valley Steam 1973

We start with an item, which was a press release, rather than reprinted directly from Stour Valley Steam, but it is of significance to 1973.

#### PRESS ANNOUNCEMENT:

DELIVERY OF ROLLING STOCK TO CHAPPEL &WAKES COLNE - 29 APRIL 1973

We are pleased to announce that we have completed negotiations with British Rail (Eastern Region) to enable us to take delivery of two ex-British Rail passenger coaches (King's Cross area suburban stock) and an ex-British Rail class N7 0-6-2 tank locomotive No. 69621 on Sunday 29th April 1973.

Certain track alterations of a temporary nature will be made at Chappel & Wakes Colne Station to enable us to take delivery ofthis stock by rail. We would like to thank the Divisional Manager and the Divisional Civil Engineer of British Rail and their staff for their co-operation and help in making this possible. The coaches will be delivered to Colchester from their present storage siding at Manningtree where they will join the locomotive, which is being towed from Neville Hill (Leeds) locomotive depot to Colchester during the week commencing April 23rd. The stock will then be hauled to Chappel & Wakes Colne during the early hours of April 29th. The locomotive had been in store at Leeds since 1962 and is coming to Chappel & Wakes Colne for restoration to working order. It is travelling to Colchester via Peterbor-

ough, Ely, Bury st. Edmunds and Ipswich. In this connection, we would like to thank the staff of British Rail at Leeds for their help in arranging the movement of the locomotive.

Further information can be obtained from A. Butcher, Publicity Officer, SVRPS.

> 1973 Track Slew by G.D.King



#### 30 Years Ago - Stour Valley Steam 1983

Some extracts from the Notice Board section brings us the news direct from 1983. Private loans, people trying to build things, and local comminity relations in question, dontcha know history repeats itself?

#### NOTICE BOARD

Safety considerations gave rise to a change in previously agreed track plans and the permanent connection from S.V.R. to B.R. will now be placed slightly to the north of Chappel Main Signal Box, as opposed to running out at the south end of platform 2. The latter will now comprise a lead to trap points or the headshunt at the sand drag for engine release purposes.

It is possible that the first vehicles to use the connection, once it is approved, will be three ex-BR coaches that have been waiting a considerable time to join our stock at Chappel.

The Society has purchased a cast iron telephone kiosk of a type which is now fast becoming redundant. It will be installed in working order at Chappel where we have had a public pay phone for some time. We are grateful to Keith Tomlinson of Colchester Branch for his efforts to secure the purchase.

The private loans which financed the purchase of the unique Bar Car now in Platform 2 at Chappel have all been repaid. The public have responded well to the novelty of the vehicle's situation and plans are now afoot to back it up with a vestibuled Full Brake. This will provide much-needed commodity storage space and the opportunity to move the workers nosherie out of the Bar Car altogether and give the whole vehicle over to serving the public. There will be no reduction in the quality of the food, but unless Phyllis Robinson gets some more volunteers to fill out her rosters, it may take a little longer for the grub to reach you.

Ian Reed will also be pleased to hear from anyone who has knowledge, drawings, or details of the former buildings on Platform 2 at Chappel. There is every chance that re-building will take place and a return to their original condition will be assisted by anything useful regarding appearance.

Social activities and stour Valley involvement with local village life came up for discussion at a recent Executive Committee meeting. The possibility of a Barbecue in the Autumn is to be given consideration.

#### 20 Years Ago - Stour Valley Steam 1993

Once again the weather was hot topic, Peter Thompson put his reminiscing hat on, and told us about the floods of 1953.

#### FLOOD OF FIFTY-THREE ..... the facts - Peter E Thompson

The story 'Wetter Than Usual' was based on the details of a particular incident. It was indeed true but for readers who think it was fiction perhaps we should look at some of the other events of that night and the days that followed.

The 'lie of the land' is not always apparent to the casual observer and even inhabitants of particular areas can be in ignorance of the true levels. In East Anglia, which boasts a greater length of coastline than any other area, with its many rivers, marshes and flatlands, a flood will provide unwelcome enlightenment.

When the word came from Eastern HQ that Cleethorpes Carriage Sidings were flooded, water had closed Immingham Station and four miles of line at Mablethorpe near Sutton had been in-undated, staff in East Anglia knew that worse was to come. Those who have travelled to Kings Lynn by rail will have seen the closeness of the River Ouse to the line at Magdalen Road (now renamed Watlington) and not be surprised that that was soon overwhelmed. More surprising was that Wells-next-the-Sea Station was flooded to a depth of four feet. Visitors to that charming little Norfolk beauty spot today stand on the quayside and gaze in disbelief at the marker plate on the wall, way above their heads.

Yarmouth South Town has featured in aerial photographs and looking like part of the Broads. Theloco shed was six feet deep and in the station itself water lapped at the white edging on the platforms. Lowestoft Station, also on a level riverbank location, was three feet under in a similar fashion to South Town.

Snape and Woodbridge were prime candidates as were Felixstowe's stations, both Town and Beach. On the Harwich branch between Wrabness and the end of the line there were several washouts of the trackbed. Parkeston Shed was marooned and at Harwich the train ferry lifting gantry, a substantial double-tracked structure, could not be dis-engaged in time from a moored vessel. It was lifted well past its usual upper limit being damaged so severely that it was 5th March before it was reopened to traffic, four weeks after passenger services had resumed at Parkeston Quay. Freight trains had been diverted to Dover in the interim.

Nearer home at Hythe, part of the Clacton branch embankment slid into its neighbour, the River Colne, and of course the line to Brightlingsea suffered tidal attack from both seaward and landward sides and rapidly succumbed. The story of the fight for its reinstatement after condemnation as irreparable is still a favourite at club meetings.

The most disconcerting feature of the Great Flood was that it was a flood, not a tidal wave. The water came in and did not subside the next morning. The conditions, even after the gale had blownitself out, were such that several more tides of unprecedented height were recorded. The railwayacross the marsh at Benfleet was under ten feet of water for three miles. If you know the area youwill appreciate how many millions of gallons that must have been. Tilbury Riverside Station, closed 30 November 1992 for good, was cut off from the rest of the railway for several days and many of its staff in nearby Tilbury were made homeless. A bitter way to discover the "lie of the land".

#### 10 Years Ago - Stour Valley Steam 2003

Some familar issues again in 2003, the Marketing Group needs help as does VRC staffing.

### FROM THE BOARDROOM by Philip Ainsley

#### **Restoration of Rolling Stock**

Your trustees wish to record grateful thanks to members Chris Wright and Bill Bourne for donation of their former Mark 1 SK (Standard Corridor Second) coach number E24959 which was gifted to museum thus enabling museum funded repairs to take place. This coach was built in 1956 and taken out of service by BR in 1982. Work is currently taking place to restore its condition and so keep it running in our fleet. It has been painted in "Blood and Custard" livery just in time for our Santa operations by the C&W team and Bob Neville in particular. It is a sobering thought in five years time it will have been at Chappel the same time as it served in BR revenue earning service.

Over the years museum operation has worn out the seating moquette material. A contract has been placed with RailCare Eastleigh for its replacement, it is however a costly operation, the first compartment which arrived back in April cost £848. There are another seven to be attended to, but on completion our visitors will have a much enhanced experience, the museum a vehicle to be proud of. Our wood specialists "Team Wednesday", with Roger Pitt as its spokesperson, have considered the method to restore the Gresley coach. Work is required to ensure no further deterioration takes place that might affect the internal skeleton, should this be damaged it is even more difficult to restore. While teak was the original wood used, it is now a very rare material, it has been decided to re-clad in alternative materials. This decision is not only on cost grounds, but the practically of working in this tough wood. Further consideration is being given to swapping materials already held, if the Gresley is restored using Marine ply, then only short teak panels are required for the chapel coach (PW store). Our longer lengths bought some five years ago could be sold for other projects. It is helpful that in time this asset has appreciated in value over time.

#### Winter Jobs

Winter brings with it extra maintenance requirements, this year the museum had to address them in a number of ways. Only in one area were we ahead of the game, £390 was spent on replacement of down pipes on the station buildings completed in time for winter, which has avoided further damp induced damage. Some serious storm damage took place with the Restoration shed skylight panels being ripped out; also we suffered from damage to the Goods Shed doors. In all over £1300 of damage was incurred, this would have been greater had it not been for the kind assistance of members to help design and part construct replacement items. It is not of course a good time for the shop hot water heater to pack up thankfully this has now been rectified - but we look forward to the better weather - not only for the normal reasons, but to give our finances a break! In the winter months it is necessary to think ahead towards the summer, long lead times in leaflet design, production and distribution require EARM to have our following years programme agreed and leaflet ready ideally for distribution at our Santa events. In January a special effort was made to stimulate Marketing & Publicity activity, reforming a group of people into a "Marketing & Publicity Steering Group". Minutes of this group's

actions have been circulated in the Mess room - it is not an exclusive club or do the participants have a monopoly of ideas. Any member wishing to join in should contact Gordon Adams. In this years programme a second 1940's Military Vehicles weekend has been included - it was appreciated by all attending, and enjoyed greatly by those at the dancing on the Saturday night.

Following Eileen Staples' appointment in the shop, it is noted that shop sales are improving. An improved customer service has been given to enquiries. However shop manning over weekend periods is still difficult, any volunteers would be warmly welcomed. Consideration may have to be given to an additional part time employee in the absence of volunteers, but such a course of action has the effect of draining funds towards restoration projects.

### **Last Call for Stour Valley Steam 155**

- We have now arrived at our destination, where this edition terminates.

We would like to offer special thanks to some Museum visitors who have allowed us to use their photographs to illustrate articles and recent goings on at the Museum.

Kieran Hardy (http://khardy.zenfoilo.com),

Sarah Hartwell (http://www.flickr.com/photos/29520195@N08/) and

Andy Neal (www.flickr.com/photos/elettra1143/).

We hope that you will have a look at their excellent photo collections which can be found at the links above in return for their support to Stour Valley Steam, and to the EARM, they also have photos from outside the Museum which are well worth a look.

We would also like to thank the Trustees and all those involved with the decision to allow us to have a colour front cover and centre spread, combined with the excellent photos we feel it has made this edition a little more special to help celebrate the good news of the Heritage Lottery Fund grant.

#### STOUR VALLEY STEAM 156 - AUTUMN 2013

Stour Valley Steam is now published every six months, deadline for copy for Stour Valley Steam 156 will be 30th December 2013 at the very latest, with an intended publication date of February 2014 along with the AGM notices.

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.

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### **Events Diary**

<u>August</u>

Saturday 3rd War on the Line
Sunday 4th War on the Line
Saturday 24th Day out with Thomas
Monday 26th Day out with Thomas
Day out with Thomas

Wednesday 26th South West Essex Branch: BR Standard Steam and the Hengist Project by

Russell Newland.

<u>September</u>

Tuesday 3rd North London Branch: Transport Video Miscellany by Peter Watson

Chappel Beer Festival

Wednesday 4th
Thursday 5th
Friday 6th
Saturday 7th
Chappel Beer Festival
Chappel Beer Festival
Chappel Beer Festival
Chappel Beer Festival

Wednesday 25th South West Essex Branch: Travels to North America by John Jolly

<u>October</u>

Tuesday 1st North London Branch: DCC for Model Railways by Kevin Dickerson Friday 4th Colchester Branch: AGM Followed by German Railways Presentation by

David Mummery and Rob Murton

Saturday 5th Diesel Day

Sunday 6th Diesel Day plus Gauge One Display

Saturday 26th Vintage Experiences Sunday 27th Vintage Experiences

Wednesday 30th North London Branch: Railways to the Seaside by Adrian Wright

**November** 

Tuesday 5th North London Branch: Rebuilding the Welsh Highland Rly by Stephen Jupp Wednesday 27th SW Essex Branch: AGM then Southwold Railway and Trust by Nick Evans

December

Sunday 1st Day out with Thomas and Santa

Tuesday 3rd Nth London Branch: The Bob Todd Memorial Presentation by David Alison

Friday 6th Colchester Branch: Sudbury to Bury St Edmunds: by Mike Stanbury.

Sunday 8th Day out with Thomas and Santa Sunday 15th Day out with Thomas and Santa Sunday 22nd Day out with Thomas and Santa

Unless stated, events are at Chappel, Meeting locations for the branches are as follows: Colchester meet at the Friends Meeting House, Church Street, Off Head Street, Colchester.

North London meet in the First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield,

Middx. EN2 6PJ

South West Essex meet at the New Windmill Hall, St. Mary's Lane, Upminster, Essex

Back Cover: AJN 825 - Bristol K5G with an Eastern Coachworks Lowbridge Body on display at the Transport Extravaganza event in May 2013. Photo by Andy Neal



▲ Welcome to the East Anglian Railway Museum recently repainted and lined Peckett and Sons 0-4-0ST No. 2039 "Jeffrey" greets visitors in the car park. - Kirean Hardy.

▼ EARM's Thomas drifts into platform 2 at Weybourne on the North Norfolk Railway on 6-5-13 - G.D.King.



