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JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION





Robert West drives the Mini Rail during the 1960s event - Jess Sopher ▲



▼ Liz Rushbrook on the Freight Train during the 1940s event - David Reeve



STOUR VALLEY STEAM

EDITORIAL

As the last Magazine went to press some of the construction work on site was not yet complete. The circumstances of this have been extensively detailed elsewhere. Now, most of the work is done with the notable exception of the Storage Shed, although this too is rapidly being fitted-out and is already in partial use.

We are now faced with the task of paying for some of the cost overruns that are perhaps inevitable when an organisation our size attempts multiple projects.

Marketing ourselves has been and continues to be a problem, with several changes of personnel involved. Perhaps the major changes on site, the scale of which has not been seen since the MSC Schemes of the 1980s, has diverted corporate attention elsewhere, but in large part it is the consequence of the age-old problem of too few people wearing too many hats.

There are some encouraging signs however. The 1960s and 1940s Events were both well attended and there was plenty to see and do for our visitors. It was always difficult putting an Events package together this year as new features like the Platform 5/6 complex and the Coal Drop could not be advertised with confidence; however in the coming year they can be taken firmly into the planning.

Turning briefly to the Magazine, you will notice the return of colour to these pages. This is possible because of the co-operation of the Best Western Marks Tey Hotel. An article inside sets out the arrangement, which it is hoped will bring more visitors to the site and offer members some benefits. This will include colour in the Magazine and a discount on meals at the Hotel.

David Reeve - Editor

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Front Cover:

Dave Gulley and Jack Plumb
pass over the token during
the 1960s event

Jess Sopher

The View from the Top -

For the first time in many months, there are no contractors on site. For me personally, as Projects Manager, this is a huge relief as well as marking a major milestone in the Museum's progress

By Ian Reed

Their departure after almost a year signalled the end of a period of major developments which represent the investment of some £300,000 in the Museum site to improve our offering to the public as an accredited Museum. The re-accreditation itself was a significant exercise: the Accreditation Scheme sets nationally agreed standards for museums in the UK, and there are currently just under 1,800 museums participating in the scheme, demonstrating their "commitment to managing collections effectively for the enjoyment and benefit of users". The scheme is administered by Arts Council England in partnership with other regional equivalents, has international recognition, and membership demonstrates our status in the Museum world and should ensure that we retain both respect for our activities and access to funding when it is available.

Projects, progress and staff.

In SVS156, the Spring 2014 edition, I was able to report on the huge progress made to the various projects despite the appallingly wet winter weather. The Trustees' report that accompanied the accounts for delivery to the AGM at the end of May provided an update on works which by then were substantially complete. You will recall that we had been successful in winning a £99,800 grant from the Heritage Lottery Fund to develop a new permanent Platform 5/6 complex next to the current temporary Heritage Centre, providing a new cattle dock to replace the one destroyed in the early 1970's as well as a complex south of the Goods Shed to replicate features traditionally found at regional goods

yards but not originally at Chappel: a coal merchant's depot, a hand crane for unloading wagons and an end loading dock for road vehicles unloading on rail wagons. All these features are substantially complete, and are being worked on now to provide interpretation through 'Living History' displays.

These are designed to enhance our offering to the public, which was to be further assisted by the appointment of a Customer Services and Marketing Manager, and the hope was that the 2014 event season would benefit from both initiatives. Sadly, the appointment did not prove fruitful, and nor did its short-lived successor appointment, so revenue-generating activities have once again had to be driven hard by a small number of volunteers. The main money-raising events, Days out with Thomas (DOWT) and the beer and cider festivals, continue to rely on a loyal band of people who, though you might think that by now they could almost do it in their sleep, nonetheless still draw huge crowds and, in the case of Thomas, the plaudits of the copyright owners who, unsurprisingly, guard their investment with regular and detailed inspections, which we seem able to satisfy. Long may it be so!

Following a successful first year as an Apprentice Decorative Skills operative we were able to offer a second year placement with the expectation of a permanent placement at the completion. The improvement in site presentation, standard of finish and, as importantly, reduced dependence upon contractors has convinced the Trustees that to be financially

viable we need to supplement key volunteer skills with initially apprentices and hopefully in the end a core team of restoration staff. To this end we obtained Essex County Council funding for two six month Training Placements and two apprenticeship placements.

Finances.

The hire of the Goods Shed for parties and wedding receptions continues to be the other major contributor to Museum income, but not without a few challenges in keeping neighbours happy: there is inevitably a degree of noise associated with these activities which by day would hardly be noticed but in the evening can cause upset to those nearby. We are governed by quite strict licensing restrictions, and the challenge for those who volunteer as marshals for these events is to get hirers to keep to the terms of their hiring agreement. A certain amount of electronic wizardry helps to restrict the noise levels within the Goods Shed, but the challenge is to get a contented group of revellers off the site at the end of the evening without antagonising the good people of Wakes Colne.

Our locomotives continue to earn useful revenue. No.54, aka 'Thomas', has been out and about as described elsewhere; the N7 is still at the Churnet Valley Railway and has been granted an extended boiler ticket. They are keen to take advantage this at a sensible rate-per-day for steaming, and even No.23 aka "Toby" has had the odd outing to the Museum's financial benefit.

We have recently secured renewal of our deal with a Training Company to use the Museum as a training base for local unemployed people to gain key skills on the maintenance of trackwork as a precursor to obtaining employment with rail contractors in the region who have a shortage of track-

Some of the Track Trainees working on our track

workers. Not only does this fit with our educational purpose but it provides a source of income from buildings that would otherwise remain largely unused between our events.

For all that, the Museum's financial health will depend heavily on successful DOWT events both at the end of August and at Christmas, and on a repeat of last year's much-improved (financially, I mean – there's not much chance of bettering the customers' perceptions!) Summer Beer Festival run in conjunction with CAMRA as a significant fund-raising activity for the Museum. The improvements to the car parking that have flowed from purchasing and improving the fields to the west of the station bounded by Station Approach, Bures Road and Spring Gardens Road and the Network Rail Line, despite the need to take on over £100,000 of long term debt to achieve them, should now yield dividends in the form of markedly better conditions for visitors to all those events.

Despite the focus on the major development projects, work on vehicle restoration continued apace. The BS coach that had languished in the sidings for nearly twenty years was finally brought back to useable condition with major bodywork and door repairs, rewiring, new upholstery and refurbished compartments including electric shore supply heating for private hire use. The Diesel Rail Bus



saw major work with external contractors again undertaking major body repairs whilst in house the successful first running of the engine plus replacement of missing components on the gearbox gave the team new spirit. This work was funded by donations made by a number of members and without this generosity we would have had to stop work.

Membership & Museum visitor attendance.

Our membership base remains consistently around 400 which, given the number of older members passing on, at least reflects an influx of new members which is very welcome. However it remains true that to grow our active members on site would suggest we need to be increasing our overall membership given the roughly 10 to 1 ratio between supporters and active volunteers. It is also clear we are not making it easy enough or reminding members of the value of a legacy by making provision in their Will to continue the work of the Museum into the future. Both these aspects will need to be addressed.

Museum attendance on our standard Museum days continues to grow but still does not cover the cost of staffing and opening the Museum year round, so efforts are now being concentrated on getting the Museum better known among tour operators and other group organisers.

Plans for the future.

Our original 10 year Long-Term Plan (the LTP) is now entering its eighth year with the prospect of achieving approximately 50% completion in the next year. This represents a slippage on the original timetable but we remain committed to achieving the overall plan albeit it may take five years longer than originally hoped for. However the reasons for this slippage are well known and as we review the long term plan in the near future we will identify a new timeline and have a better understanding of the challenges of achieving

our goal. The immediate priority will be to complete the works identified earlier in this report and have a period of consolidation to improve our presentation, marketing and customer satisfaction before we launch any new major projects. The outline planning permission for a new Restoration Shed, and the means to finally separate our visitors from National Rail service customers by providing a dedicated access to the platform adjacent to their line, have still to be taken any further, although they remain an important part of the LTP.

Finally, the success of Living History events, a feature supported by the HLF grant, has seen the 60s day launched and the 40s day relaunched with revised formats and successful outcomes. The former covered all the costs of launching the event and was well supported by members, friends and outside interests in period costume and activities. The latter day returned to profitability after last year's debacle and with everyone, especially our volunteers, enjoying the experience. A firm base on which to build a programme for next year so watch out for details of the 2015 programme on the website by the end of September this year.

Therefore as a parting request, if you fancy being a supporter of our Living History events, just dressing in period costume and wandering around for part or all the day then now is your chance. Please drop an email to reception@earm.co.uk to express your interest, or drop them a line or a phone call, so that we can develop a list of people to contact in the run up to these events to see who can attend and in what context – even as backdrop to the day for those less able to do more physical duties. It's your Museum, please remember your support, whether from home, doing operating duties, restoration work, or indeed as a living history clothes horse, is valuable and necessary for us to preserve our past today for tomorrow.

Saving the Tilbury Compartment

When the North Woolwich Museum closed, the EARM took over custodianship of the "half a carriage" that demonstrated the contrast between First and Third Class commuting.

By Tony Foster

Whilst working on the redecoration of the Stationmaster's Office late last summer, I was asked whether I would want to get involved in the LSR coach body's refurbishment, in readiness for its eventual placement on the soon-to-be built Platform 5 and 6 structure. The half coach had been placed on a custom built trolley previously. I was happy to be involved with doing some woodworking, but being a complete beginner when it came to the restoration of Victorian railway carriages, I had little idea what was to lie in store over the next 6 months.....

This half carriage, I was told, was originally a four wheel vehicle comprising two First Class and two Third Class compartments and had been constructed for the London, Tilbury and Southend Railway, circa 1890. I had grown up in Southend, and the garden of our house, near Southend East station backed on to the LT&SR.

Ray Pattman had already carried out some preliminary restoration work. A team seemed to evolve: Ray, John Hale, and me. One of our first tasks was to remove the dilapidated plywood mouldings and if possible to use them as templates for the new panels. I was informed that the carriage had been

restored in the recent past, using marine ply, but that it had suffered badly having being exposed to the elements. Removing the old panels proved difficult, particularly in the lower half of the carriage where moisture ingress had done its worst and had completely destroyed the structural integrity of the plywood. Some areas just crumbled to dust, but we salvaged what we could for later use. Once the mouldings were removed the inner panels were revealed; on the lower half of the carriage these were also rotten.

Maximum longevity of the refurbished coach was the order of the day. When the bare bones structure of the coach was revealed, it surprisingly had not suffered anywhere nearly as badly as the outer plywood panels. The now - revealed interior frame structure was painted with wood preserver, as was each completed plywood panel.

LTS Coach body before restoration



Not having done any woodwork since leaving school, this was going to be steep learning curve for me. I started by cutting to size the base panels which would cover the sides of the coach. These panels fitted onto a rebated edge on the carriage frames, giving a flush finish to the sides of the coach when fitted. Ray and John were occupied cutting out rotten wood in the doors and door frames and creating well-made repairs. After the old felt roof covering had been removed, others, including Allan Robinson, replaced one or two rotten timbers on the roof before re-covering the whole area with suitable canvas roofing material. All the new plywood sections received coats of primer, followed by two layers of dark grey undercoat, with each rubbed down before the next one was added. Having replaced all the inner panels it was time to start on the plywood structures that would be the visible exterior face of the coach. It appeared that the cut out mouldings served a number of purposes; firstly, to cover the joints of the basic plywood panels of the coach and secondly, to provide a decorative interest to the vehicle.

The salvaged old mouldings were used to provide a template for the new panels. It was then time to use my jig saw and to learn by trial and error how to cut the right profiles and curves to do justice to this Victorian railway relic. I learnt that it took a lot of concentration to create the semi-circular shapes but I got there in the end and over the winter the carriage was gradually re-clad with new material.

Ray and John continued to work their magic creating new wooden repair sections and refurbishing the door furniture. Ray said that some items had "Great Eastern Railway" stamped on them, suggesting overhaul at Stratford at some point in their career, whilst others had "LT &SR" insignia. As each outer panel was made it was offered up and planed on the edges to make sure that each one was

a flush fit with door openings, or the ends of the coach body itself. After all the panels had been made, fitted, primed and undercoated, attention was turned to the ends of the coach which had suffered from water damage at the lower extremities. New plywood was let into the structure. Kevin the carpenter provided new wooden guttering that Ray and I then fitted. I took the cast iron roof ventilators home to clean them up before repainting. I was rewarded with a tiny glimpse into the past; as I cleaned up the cowl; my wire brush released small amounts of coal dust and the smell of soot and sulphur from the nooks and crannies of the ironwork.

We persuaded Nick Hazell to re-varnish the drop lights from the doors and he has made an excellent job of bringing out the colour and grain of this very old wood. Some of the exterior window mouldings were removed and refurbished and before they were replaced fresh putty was used to bed the mouldings into the windows.

The interior was in a much better condition as the rain had not penetrated enough to cause major rot. The seat coverings - velour in First Class and a vinyl type material in Third Class - were found to be in acceptable condition.

It was necessary to make the finished product look as good as possible and also give the coach as much protection as possible from future winter deluges. Rob Varletta from the Museum's staff was given leave from his other duties to add the dark red undercoats in preparation for receiving the top of coats of LMS Midland Red or LMS Crimson Lake. Signage will be applied to the carriage on completion of painting.

The coach will then become part of a display alongside the newly built Platforms 5 and 6 and together with other coaches owned by the Museum will seek to show the development of railway passenger carriages in the Eastern Counties.

LTS Coach Additional Information

By David Reeve

Whilst Tony's article was being prepared for publication a search was made for a suitable photograph showing such a coach in service. An approach was made to the author Peter Kay, after a likely candidate was spotted in his book "History of the LT&SR Volume 1". Peter forwarded my email to John Turnbull, who is the LT&SR steward of the Historical Model Railway Society. Here is the gist of his reply in two emails:

"I photographed the part body of the LT&SR carriage at Woolwich about 15 years ago. If this is the same as the one that you are interested in, then the part body was two compartments from a former six-wheeled carriage. The curator at Woolwich told me that the LMS had sold the carriage to a private individual in about 1935 and it was used in his garden as an outbuilding. When I saw the body, it had been partially restored. The seats in one compartment had been covered in rexine, and cloth in the other compartment. Neither materials used were authentic for the period but gave the impression that one compartment was third class smoking, the other third class non-smoking".

The distance between the compartment partitions is nominally 5 feet 6 inches. This was standardised by the LT&SR in 1890 for both second class and third class compartments. Second class was abolished in 1893 after about 10 six-wheeled second class carriages (built 1891) had been delivered.

One possibility is that the Woolwich carriage was the remains of a six-compartment second, first introduced in 1891 which had full height partitions to all compartments and upholstered seats. After second class was abol-

ished, further third class carriages introduced in 1895, and in batches until 1899, were 1895 pattern carriages. These carriages had full height compartment partitions and sprung seats. The seats were a proprietary (patented) wire framed seat of simple construction and much cheaper to produce than the interior sprung and horsehair stuffed seats found in first class. The earlier 1891 built carriages were gradually fitted with the new seats; however, the compartment partitions on the 1890 pattern third class carriages were not altered, hence the Woolwich relic is not an 1891 built third class carriage. It is possibly a downgraded 1890 pattern second class, or post-1895 pattern third coach.

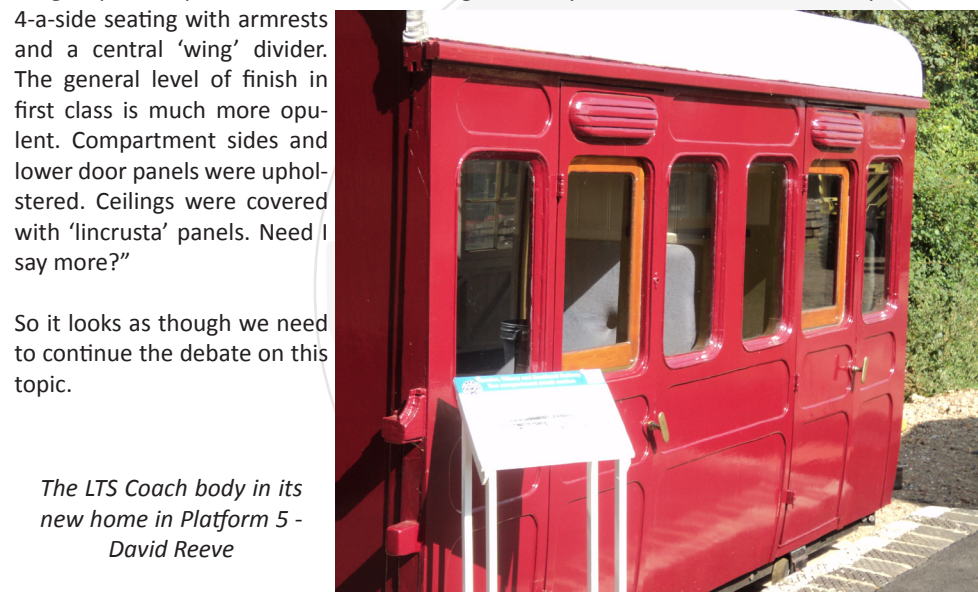
The other possibility is that it is the remains of an 1897 or 1898 pattern third class brake carriage. Both these carriages had a pair of third class compartments at one end. When originally built there was a pair of compartments at both ends, however, to provide more luggage space the carriages were rebuilt at Plaistow and one compartment was taken out of use. These carriages were all assigned to the smoking public and passengers were advised of this by the word 'smoking' on the compartment doors which was also etched into the window glass. If the window glass on the Woolwich relic is original (not etched) then the second possibility can be discounted.

John goes on: "I have copies of the General Arrangement drawings (microfilmed by Birmingham library - the Metro Cammell collection, originals now at HMRS, Butterley). My intention was to examine the outside paneling detail to see if there were any subtle dif-

ferences between the above possibilities, however I have not yet done this.”

It would thus appear that the coach was originally a six-wheeler, and not four-wheeler as originally thought. No doubt further research will be carried out into this and the different possibilities of which vehicle it came from. In the meantime, I would like to acknowledge the help of both Peter Kay and John Thornton in making this information available to us. This should be of great benefit as we continue with the restoration process of what I believe to be the sole-surviving LT&SR passenger vehicle.

However, our primary purpose so far had been to perpetuate the attempt at Woolwich to illustrate the different levels of comfort between the First and Third Classes. But in a significant statement, John adds: “I would strongly recommend against this. First class compartments were nominally 6 feet 6 inches between partitions, second class 5 feet 6 inches, and third class 5 feet before 1890 and 5 feet 6 inches after 1890. The measurements that I made 15-20 years ago indicate that both the compartments were identical at 5 feet 6 inches. It would be very misleading. Third class seating is provided by a full width, 5-a-side bench seat. This provides for 10 passengers per compartment. First class seating is entirely different in construction to provide for 4-a-side seating with armrests and a central ‘wing’ divider. The general level of finish in first class is much more opulent. Compartment sides and lower door panels were upholstered. Ceilings were covered with ‘lincrusta’ panels. Need I say more?”



The LTS Coach body in its new home in Platform 5 - David Reeve

So it looks as though we need to continue the debate on this topic.

Correction to Stour Valley Steam 156

We would like to offer the following correction to the article on page 31 headed Closure of the EARM North London (Enfield) Branch. This article implied that the former North London Branch was the last branch to be associated with the museum - this was misleading. We have been advised by the South West Essex Branch that, although they are branded as the Havering Transport Circle, they are still associated with the Museum. Additionally, the Colchester Railway Group (an amalgamation of the Colchester Branch and GERS Colchester Group) also retains its link to EARM. Please accept our apologies for any confusion caused.

Mini Rail Update - In the past six months, the Museum's Miniature Railway has undergone significant changes.

By Malcolm Margerison

For some time it had been felt by all in the Group that much needed to be done to bring the track up to a more acceptable standard, as some parts of the line has had for many moons had received little or no attention,

other than what was necessary to keep it serviceable. Various ideas and suggestions were discussed at a Miniature Railway Group meeting on the 28th December 2013, when it was decided to close it to all passenger carrying traffic until the end of March. In brief, Orchard

Lane Station, the main running line as far as the “Tunnel” and the Shed Yard and Storage Roads would be completely re-vamped and re-furbished.

At the close of this meeting, a cloud of dust appeared with startling suddenness. This atmospheric phenomenon was subsequently discovered to have been caused by the exit of Tallon Avery and Harry Brooks, disappearing as fast as their little legs would carry them. They were found shortly afterward knee-deep in mud and dirt in the turntable pit at Orchard Lane, having already almost completely uprooted said piece of railway hardware! Their enthusiasm is of course, highly commendable, and extremely welcome in this day and age. Its value is far beyond tuppence, as my old mum used to say. (Well the words may not be strictly accurate, but the meaning's the same – the old memory's not what it was,

you know.) And for anyone who doesn't know what tuppence is, if you have a spare hour or two, ask a member of Team Wednesday - I am sure they will be happy to enlighten you!

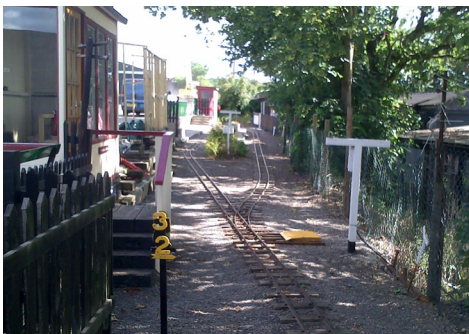


The relocation of the turntable was the first of several major projects that had been agreed to do. It served no useful purpose, being in too small a space to allow the turning of most of our rolling stock. Over the next few weeks Tim Rice, assisted at various times

by other members of the team, installed it outside the North Shed/Workshop building. Two roads now go into the North Shed, with a short siding in between. Opposite, an access road has been laid to the gate, along with another short siding and a road linking the yard to the “main line”. The water tower from Orchard Lane station has also been relocated to the yard, with the result that the whole area now actually looks like a locomotive yard and servicing point!

Meanwhile Tallon and Harry, assisted by other team members, completely re-laid and re-aligned Orchard Lane Platform 2 (Platform 1 having been done the previous year) and the entire main line as far as the Tunnel. This is the first time in at least five years that this has been worked on. There were several “dog leg” joints, and the track was extremely undulating. (Some bright spark suggested that

rather than level it out, it might prove easier to turn it into a roller coaster. However, rumours that said individual now forms part of the foundations of the turntable pit, are, shall we say, without foundation!). Building up the ballast carefully between the water feature and Orchard Lane Station enabled us to reduce the rather challenging (for some locos) gradient approaching the terminus which, although far from flat, is now a much easier run-in than previously.



Tim Rice also constructed a new set of points covering the approach to Orchard Lane Station which are electrically controlled. (Eat your hearts out, Standard Gauge S&T and P-way staff!). After a couple of tweaks the points proved to work extremely well. In the picture they can be seen with the yellow box housing the electronics. They are most certainly welcomed by a certain ancient old fart (who shall remain nameless) but who is often to be found in the signal box. Well, it was getting rather painful constantly bending down to change the points manually - that's my excuse anyway, and I'm sticking to it!

A second set of points was constructed in order to create a head-shunt where the turntable used to be, and another one will hopefully be installed at the south end of the line, the idea being to allow engines to run round the train at the end of



the journey. This would finally ending the practise of pulling the carriage(s) one way, and pushing the other, something which I

personally have never been happy with, nor I think have the rest of the Group. And it will, in my opinion anyway, also make a run on the Miniature Railway a little more interesting for the passengers. The head-shunt will also form part of the proposed extension when this is built.

These two new sets of points freed up one of the older sets to allow two roads into the South Shed, at last ending the need to manhandle rolling stock between the two previously unconnected roads. We are all extremely happy about this (especially the aforementioned old fart!).

As some of you may be aware, the Miniature Railway has received a huge and very kind donation of one sit-in and three sit-astride coach bodies. These vehicles were generously given to us by Mr Bruce Knights, who runs the 7¼-inch line at Poplar Nurseries, Marks Tey, and they are an extremely welcome addition to our fleet. We now actually own more carriages than locos for the first time, at least since I have been involved with the Miniature Railway! There is some work to be done on these vehicles; the bodies need to be attached to the frames, and the bogies fitted, at least one set of which we will either need to purchase or build for ourselves. (Donations toward the cost of this would be gratefully received - hint, hint!)

Whilst all this has been going on, Michael Sanders has been steadily working on overhauling Peter Martin's "Romulus" loco. The

intention is that once the loco is completed, Peter will allow its use on the railway to replace "Charlie", which has been sold and has now left Chappel for new tracks and to meet new railway playmates in Surrey.

The Miniature Railway also now boasts its own signalling system. The signals are currently only installed at Orchard Lane (other work and projects have placed further signals on hold, but they will be added at a later date). They are controlled, you may be surprised to hear, from the Signal Box. It is a colour-light system running off a 12v battery (no dangerous mains voltages involved, and of course will still be operational if the rest of the site suffers a power failure) and works in conjunction with the electric points to control the movement of trains in and out of the station. The intention is intended to construct a panel in the Signal Box (similar to those used on the big railway and like the one from Thorpe-le-Soken displayed in the Heritage Centre) which will show the condition of all signals and points. Hopefully, in time, a simple track-circuiting system will be devised which will show the position of trains and also allow control of the entire line from the Signal box. While on the subject of signalling, the Miniature Railway Group would like to take the opportunity of extending our thanks to Dave Rose and all the members of Team Wednesday who constructed the Signal

Box in conjunction with the shop displays. Many thanks, Gentlemen, for all your efforts!

Looking ahead, our next big project is extending the line a little to the south, which we hope will extend the run by around 90-100 yards. We have been given the go-ahead to do it, so work must now begin on deciding

exactly where we are going to go, and to start doing all the hard work.

Thanks are also due to all the members of the Miniature Railway team for all their efforts and contributions, large or small - they are all appreciated.

For example, whilst it may not seem to be much, or to be particularly significant, Rob West's extremely authentic looking tickets and locomotive headboards have added a great touch of authenticity. Many people have commented on these features, especially the tickets.

Also worthy of mention and a word of thanks are Jack Plumb's seasonal decorations for the Christmas and Easter DOWT events.

Finally, on behalf of all the Miniature Railway team members, I would also like to extend a word of thanks to Kevin Plumb, who has been

quietly and efficiently looking after the group as Acting HOD until a permanent appointment is made. Often to be seen armed with paint brush, pruning shears, and rubbish bags, he also does a grand (even if it may seem somewhat unappreciated at times) job

of keeping the place tidy and looking reasonably presentable. Many thanks, Kevin.



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

WAR MEMORIAL APPEAL (ROB VARLETTA)

As you probably know, there is a developing period street scene in the yard for display and themed event use. As part of this, between the shops and the vintage garage is a village green. On the village green is a war memorial. The memorial is a wooden column which has been lined with wooden trimmings and made to look like stone using paint effects. The next step is to place some written inscriptions on it. This is where you come in.

I invite you to list any family or relatives name's you may like to have placed on it. The idea being that it is not solely for people who have fallen in war but also to commemorate those who served as well. I kindly ask you to make a small donation towards the lettering. If you wish to do so, please leave your name, Family or relatives name and donation amount. Please hand in your donation in the VRC. I thank you for your attention.

CLASS 04 DIESEL - AND TEMPORARY REPLACEMENT

As was previewed in the last newsletter, the Class 04 diesel has gone away to be overhauled by Pete Briddon, a specialist in industrial locomotives - for further information, see his website at <http://www.petebriddon.co.uk> The date for completion of the overhaul is around May: in the interim, we have ex-WD locomotive No. 72229 with us.

Brief history

Ordered in 1944 and built by the Vulcan Foundry to a Drewry company design, originally for Naval Dockyard usage, it was delivered in 1945 and later transferred into Army ownership.

FORMER CHAPPEL RESIDENT 80151

This is currently out of traffic at the Bluebell Railway pending overhaul. The boiler repairs are relatively straightforward and will be done in-house. The frames and axle boxes are in good condition: any work required on the frames will be done after the boiler is lifted. New tyres are required though: it is anticipated that the contract for this will be placed with South Devon Railway Engineering in the near future. With the lead time for these, it is hoped that the main locomotive overhaul will start in the autumn.

THE GOODS SHED

The rainwater guttering and downpipes on the goods shed are now well past their use by date, and the whole system needs replacement as damage is being caused to the fabric of the building. A quote was obtained for rolled aluminium guttering and downpipes to the correct shapes at a cost of £5,100, provided we did the painting ourselves. Unfortunately, with all the current project expenditure, and manpower priorities on the HLF scheme, we could not manage this job at the present. However, research showed the possibility of a grant towards the work, and

a successful application was made to the Essex County Council Community Initiatives Fund for the amount we needed. The work is planned for mid-summer, and it is thought we may need to replace some of the woodwork behind the guttering which may have been water damaged. Once done, the building should be good for as long as it has lasted already!

THOMAS AT EASTER (ROB BOYCE)

Not a bad weekend overall, although the weather was variable especially on the Sunday and Monday - and at considerable variance to what was forecast! Pre-booking numbers showed a 61% increase (from 909 to 1471), but on the day visitors fell substantially from 1975 to 1304: overall this represents a fall of around 10%. The vast majority of visitors went away happy, thanks to the willingness of all the volunteers to help out no matter what was involved, and to take short notice adjustments to the roster in their stride as always.

In the Visitor Reception Shona and Michael faced the public together all weekend and managed admirably. The footbridge ticket checking and buggy parking was covered for most of the weekend by Maureen Knappett, Dennis Manchee, Linda Robinson and Les Russell - and then on Monday the crack team of Mordecai & Hubert (Mr and Mrs both) kept the whole thing in order. Thanks to all who lent a hand, even if only for a few hours: it is essential role that covers both customer service and revenue protection.

Operationally well done to all crews for being ready by the appointed times: it is important that at these events we are ready for the off! One problem that is being addressed is the need to ensure prompt accurate information on any change in the running order is passed on to train crews, who must then pass it on to our visitors. Any comments and suggestions please let Rob Boyce know - rob.boyce@earm.co.uk

Catering at Easter was done by Premier Crew, who had an excellent range of food from cakes to hog roast rolls. Some volunteers found that for them the food was free, although as this was not publicised others only found out when they tried to pay! It is likely that in future rather than free for staff it will be reduced, but given the quality it cannot be begrudged.

TRAFFIC DEPARTMENT NEWS (ROB BOYCE)

The round of re-assessments and re-examinations goes on, with thanks to all for their continuing co-operation! There are vacancies for trainees in a number of operating duties, especially crossing keepers, guards and signalmen. If you are interested in undertaking any of these duties - or learning more about what is involved - please contact either Rob Boyce or Ian Jessop, who will be happy to let you know more!

SOON TO BE HISTORY

Although not Museum related, ferries have been running from firstly Harwich and latterly Parkeston Quay for many years. It has been recently announced that the DFDS service to Esbjerg is being withdrawn from 29th September after 140 years.

MEMBERS NEWSLETTER

The newsletter is an occasional series of giving information on what is happening at the Museum. If you wish to be added to the distribution list please email Rob Boyce via newsletter@earm.co.uk

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:

Tom Benson, Colin Berry, Scott Bikliqi, John Birch, George Brown, Anthony Dawson John & Emily Dickinson, Thomas Doran, Isaac Ferneyhough, Donna & Julian Fincham-Jaques, Barry Guilder, David Hepper, Gerald Hindle, Peter Hiskett, Phil Huggett, Philip Leggett, John Lewellyn, Raymond Lewis, Stephen Little, Boleslaw Mirecki, Tony Money, Anthony Nicholson, Ross Patterson, Mark Perryman, Lucy Rawlinson, Jonathan Rowntree, Keith Sharp, Elliot Shaw, Edward & Julia Windmill and family, and Graham Wing.

We welcome back Sean Margerison, Roland Shaw and Simon Shelley as returning members.

Unfortunately, we have to record the deaths of Jim Rankin and Dr Patrick ("Paddy") Lacey. Their obituaries can be found elsewhere in the Magazine and our sympathies go to all their friends and families.

The Trustees are very grateful to members who have made donations to the Museum during the current membership year; either directly or included with their membership renewal. We look forward to your continued support in this respect and would remind those donating to complete a Gift Aid form if this is appropriate for them. You will doubtless be aware that the Museum has just been through a period of massive capital expenditure and donations for a variety of projects or none specifically would be welcomed with open arms.

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.

Finally, we would like to offer our thanks all the members who hand deliver copies of the Magazines to friends and neighbours. This helps us to keep the postage costs down and means we can boost our funds for restoration and other much needed causes. If you think you can help with this task please contact me by phone or email (allan.robinson@earm.co.uk).

Calling All Electricians



The list of jobs at the Museum needing the attention of an electrician seems to grow ever longer. While many of the smaller jobs can be tackled by volunteers with DIY skills, it is obviously vital that the bigger jobs are done by a qualified electrician.

So if you have current skills (pun intended) or know someone who has and who might be encouraged to come and help, please get in touch with Ian Reed or any other Trustee, with Brian McGennity or Nigel Hull on site, or via information@earm.co.uk.

EARM Coach Collection Update -

An update on two of the coaches owned by the Museum

By Mike Stanbury

The Gresley and the Boston Coaches - or, as they should correctly be called, the LNER TTO (Tourist Third Open) 23953 of 1936, and GER seven compartment corridor Third 2155 of 1921. The future of both these vehicles was fully discussed at the July meeting of the Board of Trustees so that the Museum could lay down a firm policy for their future treatment.

Let's discuss the LNER TTO first. This is at present in use as much needed display space, with a view to telling the story of carriage building through the ages. The interior fittings that came with it have been stored, with the intention of bringing it back to LNER condition as a running vehicle. However, many of the original parts were removed when it was converted for Control Train use, and it would cost a fortune to replace them. In any event, the question was asked 'do we need another service coach?' The straightforward answer was 'No.' On an estimated cost of restoration exceeding £150,000, actual use of just three or four operating days a year would not justify such expenditure. There are, in any event, a number of similar fully restored coaches of this type already operating on other railways, with others in the pipeline. But, when we have to vacate the current Railway Heritage Centre, we will lose an enormous amount of display space, and it would be essential to retain the Gresley in its present state to make up for this deficiency. Taking advice from our Museum Mentor, the Board of Trustees have therefore decided that the Gresley will be de-accessioned, thus enabling the interior parts that we have to go to other Gresley coach res-

toration projects.

Turning to the Boston Coach, apart from deterioration of the roof in particular, and some of the superstructure timbers, this vehicle remains in virtually the same condition as when we received it in 1988, after 30 years in Departmental service as a Brake and Messing Van. There are few, if any, coaches of any description specifically preserved as examples of such use, thus this will be a unique example and assist us in telling the story of railway life and work. We will conserve the coach, rather than restore it, the cost and difficulty of restoration to original condition is never likely to be within our financial ambit. However, we know that another fully restored GER bogie coach is in existence elsewhere.

This, then, is the decision the Trustees have come to, but in any event we still have two historic vehicles which are essential links in showing the transition and development from four and six wheel coaching stock to the classic British Railways Mark 1 design.

*Boston Coach in the Museum's Sidings -
Mike Stanbury*



28th Chappel Beer Festival - Recently, I was passed a copy of the programme from the first Chappel Beer Festival, which was held back in 1987.

By Brendan Sothcott

Just 20 beers, all sold from one small corner of the Goods Shed over a three day period. Hard to believe the optimism we had back then, when we went ahead with the Festival, sold just over half the beer and made a small profit. After the Festival there was much talking and navel gazing, as to if it had been worth all the effort, and should we do a second event. The decision went in favour of the "Give it one more year" route.

The next year we worked hard getting out more posters, and hand leafleted all of Bures, Chappel, plus a large area of Sudbury & Earls Colne. We ordered 20 beers again, but this time found ourselves swamped, and had to nearly double the order. From there the event has grown up to one with over 500 beers today. Now it has grown to a five days, with over 10,000 visitors and a turnover of the order of £130,000. This is now a huge event, nationally renowned, and really puts the Museum into the public view. However with the increase in size and volumes, comes a huge increase in work. The set up starts on the previous Saturday, and activity goes on to the Monday after the event. All help is very much appreciated.

Even if you cannot help, then you are still more than welcome as customers. Free admission is allowed to Museum members with the exception of Friday Evening, when they get a substantial discount.

Open from 5.00pm Tuesday 9 September, and all day Wednesday to Saturday 10th-13 September. There are live bands on Thursday, Friday & Saturday Evenings. Saturday daytime is more of a fun day, with many family orientated events in the Orchard.

For full details see <http://www.chappelbeerfestival.org.uk>



Phyllis Robinson

Phyllis Robinson first formally appeared in the Summer 1985 magazine as the Social and Catering Manager, and the last mention was in the Winter 1988 Edition. However, this belies the work that had gone on behind the scenes for many years previously during the early days at Chappel. As early as March 1973 Stour Valley Steam contained an appeal from her, asking for Refreshment Room volunteers (a request that would be repeated many times down the years).

She started in the early days by serving teas to volunteers and the general public in a building on Platform 1. Later, a Buffet Car and coaches were set up at "Goods Shed North" before subsequently moving to Platform 2.

For a number of years she baked home made scones and cakes, plus mince pies for the Santa Steamings. She also had help from a number of ladies who just happened to come along to support their husband's hobby.

She stepped down from this role on her husband Reg's retirement and later her main interests centred around her family. In 2009 Phyllis and Reg were overjoyed and proud to receive a telegram from the Queen congratulating them on their 60th wedding anniversary. Sadly, in February 2011 Reg died, after many years suffering from Alzheimer's Disease.

So this is an appropriate place to pay tribute to both of them, with their different but vital contributions to the organisation's early years.



Dr Paddy Lacey - Obituary by Mike Stanbury

I regret to report the death on 7th July of Dr Patrick ('Paddy') J Lacey, a Life Member since 1971.

Paddy was an active member of firstly the Chelmsford Branch of the Stour Valley Railway Preservation Society, and then he joined the Witham Branch when it broke away from Chelmsford. A pathologist by profession, he was very keen on the historical side of railways of the area, and was of great help to Dennis Swindale in writing his book 'Branch Lines to Maldon'. It was only recently that he passed onto the Museum a collection of Dennis Swindale's slides. In recent years, Paddy was the Curator of the Maldon Museum, and his enthusiasm and drive brought that museum to its present high standards.

His funeral took place at Purleigh Church on 23rd July, and the Trustees have passed their condolences to his family.

Financial Position July 2014 -

We interrupt this broadcast to bring you an important message.

From the Board of Trustees

No one can have missed the amazing amount of work put into the site over the past ten months, from the front car parking scheme, the new storage building, Platform 5/6 and the yard features such as the cattle dock, coal merchants depot, end loading dock and hand crane.

The original budgeted cost of this work was £160,000 of which the HLF grant of £99,800 and a private investment of £30,000 meant the Museum had to find the remaining £30,000. If this had remained the case we would be fine but the 10% contingency fund was fully spent on the car park works as additional grass matting and gates were added to the specification.

Most people will be aware of the various disputes with the contractor over the initial under-costing by them on the car park and storage building projects. We were in danger of breaching our agreed extension with the HLF due to the delays with resolving the disputes with the contractor and eventually reached an accommodation.

The contractor reckoned they lost £28,000 on the car park works as we held them to the quoted cost. They re-costed the other projects whilst we sourced other quotations, but whilst the yard and Platform 5/6 projects were held at near original prices the storage building excavation, floor slab and

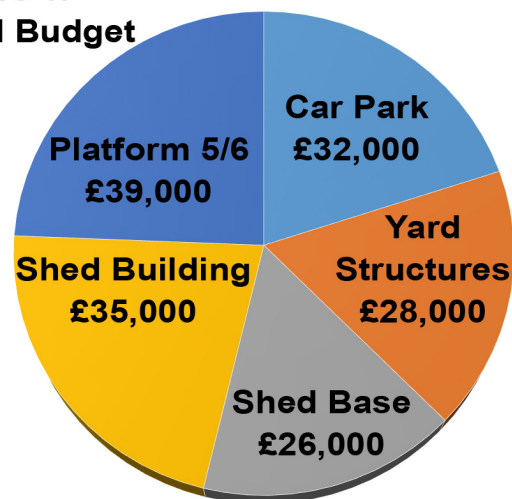
ground works went from £26,000 to £58,000.

Meanwhile the storage building structure, originally un-insulated, and to be erected by ourselves, went from £35,000 to £65,000 as we required it to be insulated and erected by the manufacturer. The impact of all these increases is shown in Figure 2 on the next page.

The 10% fall in visitors at Easter and less than impressive results for events since have created a cash-flow problem and we have therefore had to use our remaining reserves, some generous donations by a few Trustees and members, plus a private loan of £15,000 to bridge the gap.

What this means is that all income over the past few months has immediately been spent, including the recent sale of the min-

**Figure 1.
Total Budget**



ature railway locomotive, keeping the Museum going. We will remain on a hand to mouth existence until August DOWT and therefore only essential expenditure is going to be possible until then unless privately funded.

The purchase of new tubes for No.11 has been covered by a generous gift aided donation and the completion of works on the HLF projects has to be done to release the final 10% of the grant.

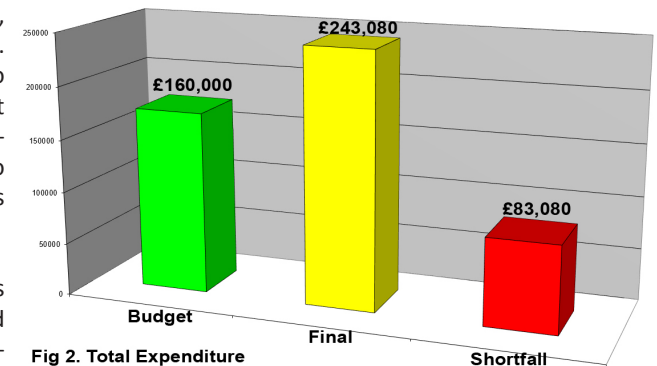


Fig 2. Total Expenditure

We were grateful that the recent 60s event successfully 'washed its face' – covered its costs and made a small contribution, which for a first showing is good. We badly need the 40s event to similarly make a contribution but we need something big to make up our reserves again.

Therefore we are doing a fourth DOWT event this Halloween to try and generate extra income, we realise it is a risk with the Santa DOWT starting only a month later but a lot of other railways make successful events happen in October and so must we.

Your understanding and support for the next few months is therefore critical. We are appealing for donations, gift aided if possible, or regular giving to start repaying the loans. You will find a copy of the standard Gift Aid donation form as well as a Direct Debit Mandate to enable regular loan repayments enclosed with this magazine, or please contact the VRC (information@earm.co.uk or phone 01206 242524) for a copy.

We appreciate there have been many calls on members of recent times but it is clear we must continue to enhance the attractiveness of the Museum if we are to become sustainable in the long term. Any help you can give at this time would be greatly appreciated.

The Board of Trustees,

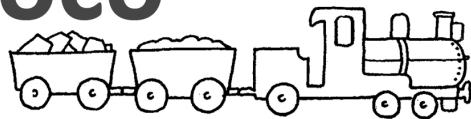
Peter Martin, Mark Cornell, Jeff Kilpatrick, Ian Reed, Mike Stanbury, Reeves Watson.

Change of Contact Details.

From time to time we become aware of errors in contact details in the magazine. This could be simple typos or because of changes to address, telephone or email details that the Editor is unaware of. Please do not hesitate to contact me in the usual ways to correct them as it will make for more efficient communication.

Obviously changes to contact details should always be notified to the Membership Secretary for the same reason.

Pete Martin's Plumb Loco



Have you ever had one of those computer generated tantrums, where the computer came off worse? Well Mr. Angry did, and the only connection it had with Windows was the one it went out of. Suffice to say, the honourable Editor chased me the other day for copy for the magazine and one had to say that it is lost on the now dead hard drive and can only be retrieved by someone with the necessary crowbar. I only want a computer to do what I want it to do - not what other unseen sources working in the background think you need. Onedrive, Google drive, Cloud drive - it's enough to drive you to distraction - or in my case, destruction.

So with whine of the week over, it is back to the scratchy quill pen for a slightly abridged version based on the goings on amongst the sweepings of the ashpit.

The Engineering Department -not that it comprises of many nowadays - is busy with the locos. Re-tubing No11, the 1905 Barclay, has progressed somewhat slower than anticipated due to a manufacturing process change which has not eased the fitting of the new tubes. These are now thicker, and consequently of slightly larger diameter than the tube holes in the boiler. This has necessitated individual fitting of all 160 tubes and has somewhat increased the timescale away from the previous one weekend where we thought we needed to lay them in position ready for expanding.

"Jubilee" has seen limited usage on Railx

courses and has not been without its problems due to a regulator defect which has made for challenging operation from time to time. This problem has now been sorted and has transformed the loco into a more controllable beast. The tubes in this loco are due for replacement, and as it approaches its 7th year of operation, it has been decided that we might as well do the 7 year exam. Ahh, you say, but surely it's a 10 year examination? No, the statutory length of the boiler certificate is 7 years but shall be no more than 10, but only if it is deemed to be in satisfactory condition and at the discretion of the insurance inspector. So it's coming to bits.

Time flies when you are enjoying yourself, so where did the other years go? Lost in space I'm afraid.

No 54 Alias "Thomas" has returned from the Netherlands and is recovering from Gouda withdrawal and too many mice with clogs on. He now awaits his next turn in August for our Thomas - Ahhhh! That's not that far away!

"Toby" has flat batteries because of rain ingress, but the hydraulic starter has been reinstated by John Smith, so get pumping.

AMW's ancient Ruston compressed air starter, which has always been a recalcitrant machine, has been removed pending repairs and replaced by one of a similar type. This was kindly loaned by an engine enthusiast who John Smith recently met at the Bluebell Railway. It turns out that Ruston only made a few

of these machines as they were not very successful. A more in-depth history will be forthcoming in the next issue of the Magazine. AMW, an ancient Barclay diesel of 1933 and built for the Air Ministry with a Paxman Ricardo 8 cylinder engine is due for remedial body work repairs and a repaint. We are currently looking for any assistance if someone would like a little project for the winter.....



Other projects on the go are the DRB rebuild with the installation of a rebuilt control desk by Brian Sermons who has shown his prowess with a jigsaw, and yours truly fitting the new flooring into the North end passenger compartment with view to fitting the chairs back in. Peter Sparks Suckling has in the meantime diverted his attentions with the welder to the battery box rebuild having successfully tested the installation of alternators to the charging circuits. The aim is to have the North end compartment and vestibules completed to a viewable condition before starting on the South end passenger compartment. This has been stripped out, but is currently used as a store for all the other bits from the North end.

Elsewhere, Bagnall "Lampport No 3" has had its tubes removed and is undergoing an investigation into its general condition by John Bicknell. It was an unwitting star at the recent 1960s Event when it portrayed sad messages in true "Barry Scrapyard" style, such as "Please Don't Let Me Die". This symbolized the fact that the mass withdrawal of steam engines was one of the features of that decade.



Well, "thats yer lot" this time, a slightly reduced report thanks to modern day machine (can you get a steam powered computer, I wonder?), never mind, too much more of all this dot burble dot burble and I'll go dotty meself. Maybe if you want to find out more you can come along and join us at the weekend, you'll usually find someone hammer in hand under one of our trusty engines, and it will help you avoid those queues at Lakeside on a Saturday morning. I hear the new year sales are starting early probably so they can beat the Christmas rush.

Talking of Christmas, hope you've got that red suit ready Graham.

Jim Rankin - Obituary by David Rose

Team Wednesday were sad to hear of the passing of Jim Rankin on the 24th of May, aged 77.

Although Jim had only been a member for a couple of years in that time he was a great help on several projects. With his engineering background from being in the Merchant Navy and Trinity House, he was the architect behind the Miniature Railway tunnel, the method to build the shop fronts, and the stripping out and replacing the inside of the TSO. In between those larger projects he struck up a good partnership with Mick Judd and helped restore the Railway Clearing House Office .

We will miss his efforts but most of all his friendship - rest in peace.



▲ Kevin Watson's Eldest Son take part in the 1960s event - Jess Sopher

Any old iron? Resident Carpenter Kevin Watson as the scrap man - Jess Sopher. ▲

▼ Ian and Liz Rushbook as Hippies during the 1960s event - David Reeve

Karen Nelson in character during the 1960s event - David Reeve. ▼



Humorous 1960s related posters around the site for the 1960s event - Darren Johnson





▲ 44932 works an Ipswich-Canterbury 'Cathedrals Express' across the River Stour at Manningtree on 28-06-14. - G.D.King.

▼ Crane and Coal Drop Scene behding the Goods Shed June 2014 - Kieran Hardy



▲ Number 11 awaiting its boiler tubes in June 2014 - Kieran Hardy

▼ 37423 'Spirit of the Lakes' Direct Rail Services engine on a Network Rail test train at Liverpool Street on 9th July 2014 - Mark House





▲ Chappel S&T Renewals Team Await instructions (Jack Plumb, John Melbourn, Ian Rushbrook, Graham Farrell, Graham Adley and Peter Robinson)



▼ Greene King in Cattle Dock Platform in the 1970s - Simon Shelley

▲ Jubilee in steam on 6th July 1977 - Simon Shelley



Dear Editor,



Letters to the Editor

I write "railway themed" poetry (and on other subjects as well) and since retiring from Whitehall in 1995, I have been published here, there and everywhere - mainly in Heritage Railway Newsletters and magazines. Some of my railway poetry has been displayed in exhibitions in Dorset & Cornwall and in 2002 I was filmed by BBC Look East on a train from Norwich to Ipswich - in connection - with the then Anglia Railways displaying my poetry in the waiting rooms at Norwich, Diss and Ipswich Railway stations (only for a short period). I am also a Friend of the London Transport Museum - Covent Garden and several of my poems have appeared in the Friend's Newsletter from time to time. Indeed some of my work is in the Library in the National Railway Museum in York.

I am no stranger to the East Anglian Railway Museum and have visited the Centre on numerous occasions. Way back in the early 1970s when I was living in Bishop's Stortford, I helped out at the Centre which in those days was a very basic affair. I remember having footplate rides on "Gunby" - up and down the yard on a single stretch of track - with "Gunby" being fed with sawn up sleepers and not coal. In October 1966 I travelled on the Stour Valley Line from Cambridge to Sudbury and shortly after closure in March 1967 I purchased from the Eastern Region dark blue enamel station totem signs from Stoke, Clare, Cavendish & Long Melford. I only had to pay 50p for them when they were selling cheaply at scrap value. Over the years I built up a modest collection of signs from different regions and sold my signs when I moved from Surrey to Norfolk 18 years ago. They went to a good home - a man who had a huge collection of Great Eastern totem signs in his house in Wickford Essex. He drove trains for a living from Southend Victoria into Liverpool Street station. I even had a huge platform sign from Audley End station - again scrap - which has ended up in the grounds of Audley End House - beside the miniature railway. Shortly before closure in October 1964 I travelled up to Bartlow via Saffron Walden from Audley end on one of the rail buses which is currently being restored at Chappel.

Yours sincerely , Steve Glasdon

Chappel and Wakes Colne Station

To Chappel - came one early morn
Her station yard has been reborn
And to The Swan to dine alone
By the winding River Colne.

Soaring with 12 million bricks
(The Navvies knew all building tricks)
Viaduct on arches high
Below the willows gently sigh.

Yes the Centre - busy hive
Preservation kept alive
Platform signs from Sturmer/Stoke

Memories they now invoke.

To think of early "Gunby" rides
I was one of Steward/Guides
She was pulling just a Toad
Oh restricted Open Road.

As shadows lengthen I retrace
My way through Bures - lovely place
And into Suffolk hurry down
To a famous Gainsborough town.

© Steve Glasdon 11 July 2014

Bookends in the Bungay Coach -

The Curio Coach may be no more, however a range of second hand books has returned to the grounded coach body on platform 2.

By Darren Johnson

It's funny how a simple comment about the past can lead to an idea forming - one which we're happy to report turned out to be a success! Earlier this year whilst finding ourselves on site after a Saturday morning marketing meeting, Phil Ainsley and I happened to mention the former Curio Coach. Most of you will probably remember this as the recent "trading name" for the GER coach body on platform two selling books, magazines and other small second hand items, run by the Museum's Colchester Branch who staffed the coach on event days.

Later this became more of a self-service area, mainly for books and magazines, open daily where the customers paid via an honesty box. In 2010 this area was given over to the Curatorial department for use re-creating a country station waiting room, the small third compartment having become a lamp display.

Phil and I had noticed that the lamp display had been covered up and after a brief chat about how we could turn this into a self-service book compartment we cornered Ian Reed who was happy with the idea.

A couple of Wednesdays were spent by Phil, David Reeve and myself cleaning out, painting the insides and creating the shelving. Of

great achievement is that this project hasn't cost the Museum a penny, as we recycled any good shelving that we could remove from the former electrical store on platform 1, quite a challenge given the mess left behind from this being de-roofed by the bad weather in 2013. Rusty fixings and rotten wood aplenty in here now.

The bookcase which had formerly been at Marks Tey station in the waiting room as a book share system was also made use of; sadly late evening vandals/idiots (you pick the pronoun here) had gotten the better of this idea and the bookcase was moved for use at Chappel. In addition, all of the paint and some former kitchen units were provided by Phil and we finally had usable space.

An old key safe was butchered to become an honesty box, which has been mounted on a wall giving a secure place for customers' donations.

Phil spent a number of Wednesdays trolleying books from storage in Hut City to the Coach, as well as some sorting, arranging and pricing. Finally at the AGM we were ready to open and after a day or two around £15 was taken. Since this time the VRC have been opening the compartment on dry days and the returns have been good.



The compartment before work began

Next time you are on site why not drop in and have a look?

There's a range of railway books to suit every interest and by purchasing a book you are helping to generate funds for the Museum. If you have any books at home which are surplus to requirements we are happy to accept donations, although please be aware that we are unable to take railway magazines in any quantity. Space is at a premium and these kind of items take a long time to shift and often cost time being sent for recycling by Museum members.



Makeshift workbench on Platform 2 whilst rebuilding the Marks Tey Bookcase



Blast from the Past, Phil was able to locate the Curio Coach A-Board



Phil and David assess what can be salvaged from the open top store room on Platform 1



All stocked up, and "Bookends in the Bungay Coach" is open for business

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

Our first meeting of 2014 on 7th February was on a slightly different track when we welcomed Peter Jones to talk about Colchester Tramways.

Tramways were quite a short-lived phenomenon in Colchester. Owned and operated from the start by Colchester Borough Council, the system was authorised in 1901 and opened in 1904. It consisted principally of three routes starting from North Station, splitting in the town centre to Lexden, East Gates and the Hythe via St Botolph's Station. Subsequently a further branch from St Botolph's to Recreation Ground, Old Heath, was opened six months later. A fleet of standard open topped double-deckers of 3'6" gauge were ordered from the Electric Railway and Tramway Co, Preston. Livery was dark brown and cream.

By 1927 the infrastructure was wearing out and there was insufficient capital to replace it. In addition, as the system was largely single-track with stops off the pavement it became increasingly hazardous as private motor traffic increased. During 1928 & 1929, the trams were progressively replaced by motor buses but the system still continued to be run by Colchester Borough Council.

Peter's talk was very well illustrated by old photos and coloured postcards of the trams. Also some interesting anecdotes, including one of the dog who took himself up to

town on the tram, duly received a bone from a butchers shop and returned home by the same method! Today, the trams have largely gone from Colchester's memory, although odd pieces of rail etc turn up from time to time during roadworks. There are occasional calls for a new system, mostly from folk oblivious to the traffic chaos that would occur.

Following on from their talk on German state railways at the previous AGM, David Mumery and Rob Murton returned on 4th April to present to the meeting on "Narrow Gauge Preservation in Germany". This subject covers various gauges including 381mm, 600mm, 750mm and 900mm and one unusual street tramway gauge in Dresden. We began with shots of metre gauge steam at Dippoldiswalde on passenger duties and another line, still in Saxony, showed restored 0-10-0 Cl.99-713 and then Cl.99-1777-4. Moving onto Frankfurt am Main and 600mm gauge we saw a variety of steam and diesel locos. This was followed by a visit to Frankfurter Feldbahnmuseum with restoration scenes inside the workshops and a variety of locos in steam. Now off to the North Sea Islands for more narrow gauge at Spiekeroog, where we saw pictures of a tourist horse tramway, which were followed by metre-gauge trains on the island of Wangerooze. On Rügen Island in the Baltic Sea shots were shown of 0-8-0 Cl.99-4632-8 on the 750mm gauge. Next scenes from Putbus included 0-6-0 Cl.99-4802-7 pulling its passenger train. At Bad Doberan we saw Cl.99-2321-01 and Cl.99-2321-282, followed by some Goethestrasse street-running

in progress with the 900mm gauge 2-8-2 Cl.99-2323-6, ringing its street bell. Now on to the 1000mm Harz Narrow Gauge Railway with steam shots of 2-8-2 Cl.99-7241-5. Here there was a line of locos outside the main running shed at Wernigerode, plus a large 2-10-2 Cl.99-7212-3 again shown street running. The evening concluded at Hasselfelde with shots of tank engine 0-4-4-0 Cl.99-5902-4 and with plenty more slides available for another evening. The larger than average audience tonight gave a well-deserved round of applause.

On Thursday 15th May we had the first afternoon meeting of the year. It welcomed back John Manning with the slightly controversial topic of "In Praise of Dr Beeching". He gave a well-argued case as a background to the political necessity that led to Dr Richard Beeching's appointment as British Railways Board Chairman. The steep decline in the very profitable coal traffic and a Government report recommending a "catch-up" wage increase for railway workers laid bare some of the problems which had plagued the industry for many years.. The consequence was spiralling deficits from the late 1950s onwards.

There was a strong thread of John's personal work in this talk which helped to highlight how grand strategy was implemented at local level. The BR Costing service in fact preceded the arrival of Dr Beeching but was given a massive boost by this event. Great efforts were made to find out where the system was losing money. We were shown the well-known maps showing traffic density for both freight and passenger. Although there were some flaws in the data collection such an exercise had never been done before as a system-wide snapshot. We also were shown a form which summarised income and expenditure for a year on a station basis. There were examples of this for Brentwood, Colchester and Kelvedon stations amongst others. One of the points John made in justification of the title of the talk was the positive items

which emerged during this period. The "mercy go round" coal trains were perhaps the biggest success by eliminating wagon-time lost in marshalling yards and developing new traffic sources such as company oil trains. The concept of the container-based "liner trains" was born in this period but it must be admitted that implementing the project proved difficult for a number of reasons.

Our thanks to John for the effort and thought that has gone into this presentation. Almost a first for us, efforts were made to record this talk in the hope that it could be of use to the Curatorial Department.

The next meeting on 6th June 2014 bought Dave Newell back with his latest Driver's Eye View and began with a minute of silence on the 70th anniversary of D-Day. Dave started the meeting with his usual range of anecdotes about his working life, much the audience's amusement. The slide show started off initially in monochrome at Leamington Spa and then moved on to Warwick before proceeding along the route to Stratford-upon-Avon. Scenes moved to the Oxford line, firstly at Oxford, then onto Islip. Shots at Quainton Road concluded the first session. After the break, the first shot was of a 101 DMU for Pwllheli, then the 820 metre long Barmouth Bridge – a fantastic sight – then to Towyn. Here we travelled along the Talylyn Railway with shots along the seven-mile line.. Scenes moved back to Towyn with a Class 24 on a local goods taken in the 1970s and then to the Ffestiniog with lots of photos along the line. Next was Princes Risborough in the 1970s and then up-to-date with 165026 about to depart the station., 165020 at Little Kimble and again seen coming into platform 1 at Aylesbury with further shots at Wendover and Chorley Wood. The evening concluded locally with shots at Marks Tey, Chappel, Bures and its crossing and Sudbury's former station. Another enjoyable evening had been ably led by Dave Newell, much to everyone's delight.

NORTH LONDON

The Enfield Transport Circle

At the AGM in March the members of the North London Branch voted unanimously to “go independent” and form “The Enfield Transport Circle.” This reflects the fact that most of us are geographically remote from Chappel and with the average age of the membership getting older it is more difficult for members to visit the EARM. We also have a very wide range of interests – not just railways. For example, one of our members has just published a book on London Trolleybuses, with particular reference to the Enfield and Waltham Cross area. Members felt that being independent would enable us to cater for this range of interests better. Meetings are continuing in the same venue and on the same dates; the same Committee were elected to run the new organisation.

The new Circle got off to a very good start in April with a record attendance for Patrick Griffin’s illustrated talk on the London Cross-rail Project, which brought us up to date on London’s new east-west rail line. Good attendances continued for Kenneth Livermore’s nostalgic slide show on “Waterloo - Bournemouth and the Isle of Wight in steam days”.

For something completely different in June, John Polley of Metromodels told us all about modelling the London Underground, his exhibition layouts and manufacturing OO gauge Underground models in Sri Lanka. He also told us that his latest products are produced by 3D printing in Holland – the latest technology!

In July we saw videos taken by two of our members on the topics of local railway history and the last days of the RT and RM buses locally – very appropriate for the “Year of the

Bus”. This was followed by an old commercial video from the Circle’s collection. Again, this was a well supported meeting.

SOUTH WEST ESSEX

In yet another cunning pincer move, the Controller of Roadworks had arranged for St. Mary’s Lane to be dug up right outside the Windmill Hall in February, whilst at the same time the A12 southbound was completely blocked by something rather serious. So at least one prominent member was unable to attend our evening devotions – which was a great shame, as any absentees missed a cracking talk on the History and Development of the TGV. As the trains move very quickly, so did Michael Bunn’s presentation, covering the various routes at commendable speed without wasting any time on rivet counting. The networks and trains were examined in some detail, and the audience were left in no doubt about the benefits of an expanding and reliable high speed train system, especially one that links major cities and connects into the surrounding countries. HS2, anyone?

Of course, life is not all about trains. It should be, but it isn’t... So in March we were pleased to welcome Jim Davies from the BA Speedbird Centre near Heathrow, who presented a talk on the history of British Airways. Starting with a photo of Hounslow Heath as it was in 1919 (basically a cabbage patch near the current airport), Jim showed how BA’s various forebears developed their services and aircraft, with some wonderfully evocative illustrations of Imperial Airways (8 days to Australia, with overnight stops) and some anecdotes about Winston Churchill in the cockpit. The author of these notes was particularly pleased to see Comet and VC10 aircraft in BOAC guise, as (sadly) he is old enough to have travelled on both these types back in the 1960s. Concorde

came and went, as did various liveries and crew uniforms, and we ended the evening with the Boeing 787 Dreamliner. Almost as good looking as a B12.

Jim has a deep love for his subject, having started work with BOAC in 1966, and his knowledge and enthusiasm resulted in an inspiring evening.

Paul Chancellor came all the way from Bromsgrove to talk to us in April. The subject was Colour-Rail, his company that has a vast catalogue of railway and bus pictures for sale. His digital presentation took us round the regions of the old British Railways, with (relatively) local highlights being the sidings by Plaistow full of dumped steam locos, and a WD shunting at Halesworth. Paul demonstrated how modern techniques can take an old photo or negative and dramatically improve its quality – a definitive WOW factor there! Steam was shown in abundance, as well as early diesels, both successful and not-so. The Manchester-Sheffield electrics also featured, along with Class 80s on the West Coast Main Line and some 1970s style Southern e.m.us. All of which was very satisfying.

Chairman and Secretary John Rayment reminded the members that he would not be standing for re-election at the AGM in November, so if the Branch is to continue, a replacement will need to step forward. Cometh the Hour, Cometh the Man?

A rather sodden May had dried out a bit by the time that The Good Ole Boys descended on the Windmill Hall on the 29th, eager for a repeat performance from David Eatwell. “Delivering the Goods” could have been – well, anything really – but turned out to be a comprehensive collection of freight trains far and wide. We looked at Great Britain, both traditional and preserved, and then scooted around Europe with a particular focus on what was East Germany, but not forgetting Scandinavia, France and Spain. To have missed Jordan and Syria would have been a

sin, so we didn’t, before heading to Pakistan and India. Eritrea was followed by Zimbabwe and Zambia then all points south. No programme focussing on goods trains would be complete without some pictures of China, and that is where we ended what was a very satisfying evening of global touring.

If there any countries in the world that David has not visited, please let him know so that he can correct the omissions. We are grateful for his time, especially as he had travelled all the way from Peterborough for our benefit. And yes, there were some pictures of goods trains in that fair city...

As we said in March, life is not (unfortunately) all about trains. But there was no sense of disappointment in June, when Tim Morris came across from Weybridge to talk about Brooklands. Most of us would associate this arena with motor racing, and although that sport is a vital part of the area’s history, the site was actually used to manufacture aeroplanes for a staggering 85 years. Everything up to and including crucial bits of Concorde were built there, and the current museum pays tribute to aviation, motor racing, motor cycles, bicycling...and periodic flooding from the River Wey. It has got to worth a visit to see a Wellington bomber recovered from a lake in Russia, and a fantastic collection of retired London buses.

Judging by Tim’s presentation, Brooklands is somewhere to aim for – and those shoppers amongst you will be pleased to know that Tesco’s and Argos are now on site, along with Mercedes Benz for those with seriously deep pockets but an appreciation of fine engineering.

So what is holding you back?

<http://www.brooklandsmuseum.com/>

Semaphore News - Another *Stour Valley Steam* which means it's time for a signalling update!

By Peter Robinson

In the last issue I talked about the proposed plan to renew the mechanical equipment alongside the re-laid turnouts at the North end of the site. You'll be pleased to hear that this task was successfully accomplished and everything performed well throughout the Easter "Days Out With Thomas" weekend. There was only one notable failure which was swiftly fixed. Very many thanks to everyone who turned out to help - we even finished with a weekend to spare which is probably a first for Chappel!

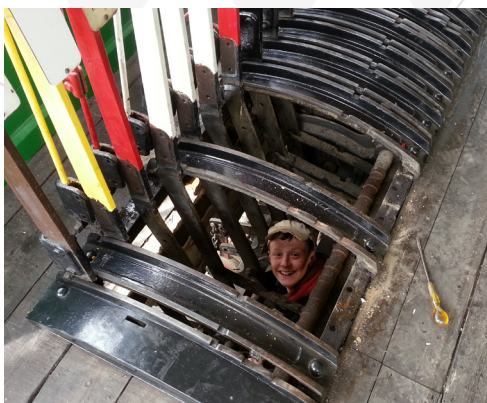
Going forward, there are a number of other pieces of work in the pipeline. Hopefully in the near future we will have a new colour light shunt signal installed to control access into the yard from Platform 3. Thanks go to Graham Farrell for sourcing the new low power lamps to replace the 110V originals which have performed excellently when tested. Further on the electrical front, works are underway to install a new cable run to the main signal gantry to reinstate the miniature repeaters that are always of interest to our visitors.

Looking further into the future, there is a fantastic opportunity to demonstrate some of the key principles and the development of signalling as part of the Platform 5 & 6 project. For those that haven't seen it yet, the former

Chappel South signal box has been relocated to the end of this new platform development. The box features a new paint scheme to match that of the canopy, and the door has been modified to be wheelchair accessible. What exactly the internals will be has still to be decided although in the interim our three lever ground frame will be placed in situ. All ideas are warmly welcomed.

Finally, I need to thank young Jack Plumb for providing adequate supervision and a voice of sanity for when I get carried away! It would be great to increase the size of our S&T team so why not come and see what we're up to and perhaps join in?

Jack Plumb deep in the North Box Frame



Livestock by Rail - To mark the construction and commissioning of our new cattle dock we have collated a selection of items, illustrating the place that livestock traffic had on the traditional railway (i.e. - pre Beeching).

Firstly, we are repeating Chris Moss's article from the Spring 1990 edition of *Stour Valley Steam* to set the scene:

With the arrival of the Cattle Wagon from the National Collection we now have two animal carrying vehicles at Chappel which prompted me into this essay into background information.

Livestock by rail was a common occurrence until fairly recent times. The last movement of cattle by rail is supposed to have taken place sometime in 1976. In the 1880s one fifth of the Great Eastern Railway's wagon stock was for cattle carrying purposes showing its importance in this area. In a nation of animal lovers there have always been very strict rules for the movement of rail-borne livestock. There was no distinction in the treatment whether they were for fattening or slaughterhouse and the rules were far more strict than those which are in force today for transport by road or air.

Before animals could be accepted for transport the cattle pens had to be inspected for any loose fittings and properly cleaned and disinfected the water troughs cleaned and filled with clean water. Likewise the wagons or horseboxes had to be inspected for loose items like floorboards, nails, etc. When loading the animals, sawdust had to be laid to allow them to gain a grip and not slip and injure themselves. The station staff were expected to enquire about the nature of the animals entrusted into their care and if it became necessary, in the case of cows, to milk them at the proper time. BR even produced a pamphlet explaining how it was to be done. There were other useful hints in the diagnosing of illnesses, lifting a dog correctly, and the killing of a chicken humanely.

When loading animals, attention had to be paid to their destination so that animals bound for a place where their journey might be completed in a passenger train had to be loaded in Fitted wagons. Cattle wagons were also usually marshalled at the front of a freight train to ensure the minimum of shunting and also in case they had to be dropped off en route for feeding and watering purposes. The need for feeding and watering was one reason why the railways opted out of livestock traffic. Most animals had to be victualled every 24 hours and had to be unloaded to do this. When BR was building new marshalling yards under its Modernisation Plan in the fifties, cattle pens had to be included in the schemes just to deal with animals in transit. Horses required more attention than other livestock, often at intervals of not more than twelve hours.

As can be seen from all this, country station staff were expected to be familiar with a tremendous amount of knowledge when dealing with animals

and it's little wonder that when British Railways found out it did not have to be a common carrier of livestock it discarded all but the bulk regular loadings of cattle such as from the West Coast ports to London. Following Beeching's cuts in unprofitable traffics, this ceased when the outstanding contracts came to an end.

The Cattle Wagon from the National Collection, number B 892156 was built at Swindon in 1950 to lot No. 2126, one of a batch of 600 to carry 12Tons. The design is pure Great Western apart from the increase in rating from 8 to 12 tons, the smaller being the Great Western loading. Latterly BR went to a Standard of 8 tons virtually identical to the Chappel exhibit apart from the number of vent holes at the bottom of the body sides.

The Special Cattle Wagon (*shown right*), also at Chappel, is much more interesting. Number E765W was one of a type used to convey pedigree animals to agricultural shows, bulls to Smithfield Show, and breeding stock. They required something more in the way of protection while travelling and were treated quite royally as a result. The interior partitions were padded. Feed was carried on board, and an attendant could be accommodated in the vehicle with his charge.



The SCV is a Western Region design which was built at Stratford in 1953. The reason is not clear, especially as it was the only one, but it probably replaced a vehicle that had been damaged beyond repair. The LNER did not build any at all, nor even cattle wagons after 1937 such was the downturn in the traffic. There was thus no local design to call on for the replacement so a Western Region spare was ordered. At this time Swindon had no capacity to take on a 'one-off' so they sent a six-wheel underframe - a type that was standard for their milk tanks - and the drawings to Stratford, where it was constructed (just to mystify the wagon enthusiasts).

There is, in fact, an identical vehicle in the Great Western Society collection at Didcot, but it has yet to be restored. The Great Western Railway built similar wagons but on four wheel chassis. All were vacuum braked and also steam heated and could run in passenger trains for swift transits.

As far as I know there are only five cattle wagons preserved, two SCVs, and three Horseboxes from the many thousands that were once in traffic on the railway so you can appreciate the rarity and importance of those now at the East Anglian Railway Museum at Chappel.

Next, Derek Fox, who was the HOD for our S & T Department in Stour Valley Railway Preservation Society days, started work on the LNER in November 1943. His first job was as a lad porter at Stickney, Lincolnshire, and he had some personal experience of dealing with this traffic, including the inevitable and unenviable "mucking out".

He writes: "I did not clean them out if it could be avoided! In fact, I only had to do the job twice - it was the rule that all dirty horse and cattle wagons were labelled and sent to Trowse (Norwich) or Holloway (London) cattle pens for cleaning out. They employed staff at those points for that specific purpose.

I have loaded horses, ponies, pigs, sheep and cows. Young calves were put in a sack and sent by passenger train to their destination under the care of the Guard, as were goats. All vehicles containing livestock could not be loose shunted, and had to be attached next to the engine on the train. Thousands of day old chicks were sent by passenger train all over the country from hatcheries at Mytholmroyd, in the Calder Valley, Yorkshire. (A railway magazine noted, in 1946, that every day 2,000 consignments of chicks were leaving Mytholmroyd Station). "

Some of these practices seem a bit strange to modern eyes and the ever present Health & Safety legislation. Chris confirms that the cleaning of cattle wagons was concentrated on a limited number of locations, as Derek suggests. They were basically cleaned out with brooms, hoses, buckets and disinfectant - no such luxuries as pressure - washing were used in those days.

Re calves in sacks - it is less stressful for animals to travel in the dark; even today most road cattle trucks have no windows. Stress amongst other things taints the meat so there were sound commercial as well as humanitarian reasons for doing things this way.

In 1953 BR went to the trouble of producing a booklet called "Customers Can Complain - Animals Can't" to give staff guidance on caring for animals in transit. This contained a lot of information for front line staff about how to handle various animals while in transit on trains, and is the booklet referred to by Chris Moss in his article. The general advice was that each species needed different arrangements and that the welfare and humane treatment of animals was the top priority. The book looks at conveying horses, ponies, asses, mules, sheep, pigs and cattle in varying types of wagon or carriage.

Instructions cover feeding and providing drinking water for the various animals as well as when to milk a cow in transit if it suffered from swollen udders! (This involved tying up the animal's legs for protection).

Live poultry brought its own problems and this is discussed in detail. For example, if they were to be stored overnight at a station, then to make sure rats and foxes could not get at them! Staff were also reminded that crates containing live animals should not be thrown from wagons onto the platform!



12 Ton Cattle Wagon at the new Cattle Dock in 2014

Machinising in Utrecht at Het Spoorwegmuseum

- I was asked if I would like to drive a steam engine in the Netherlands. I've seldom had this request before, in fact never...

By Mark Fogg Elliot

...I didn't need much persuading; I had a passport, in date this time after my previous shenanigans when just prior to the Easter Thomas weekend and a subsequent trip to France, I discovered I did not have a valid passport, and the best the Passport and Immigration people had was an appointment for Tuesday after Easter. On that occasion, 4 hours later and £128 poorer (plus breakfast in a local café, several hours in an adjacent car park and 200 miles worth of fuel) I was finally in possession of an in-date passport.

The next job was to sort out transport for Peter and myself; fly, train, drive, ferry + train? The cheapest option seemed to be ferry and train, and as we were going to be working I upgraded to an overnight cabin each. I reasoned that if we both wanted the bathroom at the same time, that would be fatal. In fact the ferry staff were so considerate, they gave us cabins on different decks and at different ends of the boat!

Hook (Hoek?) Van Holland is a very well organised ferry terminal, once you are off the boat you are on to the HvH station platform and a train bound for Rotterdam Centrale. Quite out of the blue, a stranger sitting opposite us asked if we were going to Utrecht. "How did you know?" asked I quizzically (Peter was wearing an EARM fleece). It transpired this gentleman and his wife were from the Mid-Norfolk Railway. We happily chatted away until we reached Rotterdam Centrale when he turned out to be A Very Useful Pilot Indeed as he navigated us around RC station which is huge, very huge, and found us the

train which was bound for Utrecht Centrale. We happily watched the countryside roll by and saw many ditches, drains and canals. It would have been interesting to have had an altimeter, 'cos I'm sure it would have shown negative numbers!

50 minutes later we arrived at Utrecht Centrale, which is also enormous. There are two main exits, so Peter and I selected the wrong one. The weather was very dull and overcast so I couldn't use the sun for a sense of direction. We had a long walk back to the correct exit. A very helpful person said we needed the No. 8 bus for Maliebaan. There were two No. 8 buses, so we picked the wrong one!

Then when you got close to the Museum all the sign posts seemed to cease to exist. I happened to spot a Thomas banner; then it got annoying because having walked all the way down the Maliebaan to find the Museum we had to walk all the way back along it, and about the same again subsequently because the hotel was a long way away. At this point I spotted the ultimate solution and had one of my legendary brilliant ideas!

No need for any taxis or buses all week as Peter and I played at being Bradley Wiggins all week on these two wheeled things...

At last, we were reunited with our engine, and with the lorry crew of Steve and John who had brought it here. Time to check the engine; put a preparatory fire in it. Not very much time to look round Het Spoorwegmuseum. It is a very big and very impressive place

and well worth a visit if you are ever in the Netherlands. It is a static exhibit Museum except for a 7.25" miniature railway loop. A shuttle train runs in from Utrecht Centrale regularly and it has live overhead cables.

During the weekend around 28,000 visitors came to see Thomas, and to enjoy the brilliant banter between the Machinists and the young people, many of whom went home with souvenir pieces of coal and happy photos.

Thomas behaved absolutely beautifully on all four days of the event. It travelled light engine the equivalent of our Platform 3 to the North Headshunt every half an hour. Every hour Thomas came back in a bit poorly and queasy and their Dikke (Dutch for 'horizontally gifted') Controller tried to ascertain why Thomas was so poorly when performing in their Re-enactment. It transpired that there was a shoe in its water tank and this caused Thomas to choke and sneeze; Thomas felt much better when this was removed. (It was "clogged - up", Fogg - Ed).

Hopefully next time we go there the Museum will have a pit; I had forgotten what good fun it is to clamber underneath to oil up the centre axle stuff. One very good piece of advice I received when starting my life as a footplateman was "oil up when the engine is still cold" - this saves you having to dodge the hot bits falling out the ashpan when you are crawling underneath

the engine. The Museum also has a water tower; regretfully it is rather frail, and if filled with water, Sir Isaac Newton and the Law of Gravity would win. Perhaps we will be there next year, as well!



In Het Spoorwegmuseum kunnen kinderwagens ook geparkeerd worden.

Translates roughly to "In the railway museum can also be parked strollers" A scene/situation our dedicated Platform 1 team are all too familiar with!



De aankomst van Thomas (The Arrival of Thomas) With EARM Chairman on board!

Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam 1974

From the May/June edition we have some important news for all Society Members:

STOP PRESS (1) STOP PRESS (1) STOP PRESS

It is with regret, indeed with shock, that we have to announce that, in common with some other Societies, our railway operating activities have been curtailed by order of the Department of the Environment through British Rail.

It would seem that some official has found an ancient piece of legislation which prevents British Rail from leasing land to other parties for the purpose of railway operations.

This announcement, the contents of which may already have been related to members through the medium of a specially mailed news letter, naturally contradicts certain other items in this magazine.

This is 'Stop Press', No. ONE. Any further news will be related in additional 'Stop Press' items. Check with your Branch or Society Officials before travelling to Chappel for 'Open Days'.

30 Years Ago - Stour Valley Steam Spring 1984

Frederick Vanson asks a question....

WAS THIS THE FIRST ESSEX RAILWAY?

It is often forgotten that the railway as a mode of transport pre-dates the invention of steam locomotive by Hackworth, Stephenson and others and that the use of vehicles with flanged wheel running on iron rails was the essential first step which eventually led to 'Rocket', 'North Star', 'Mallard' and the High Speed Train.

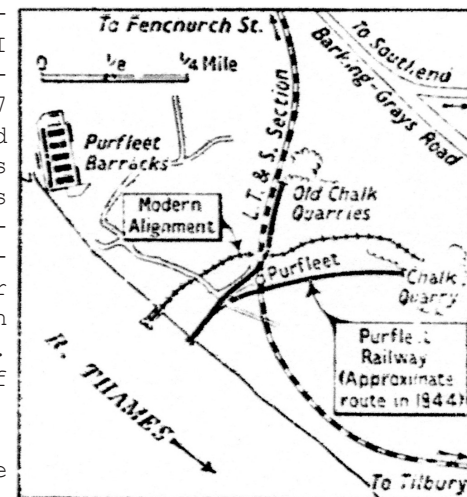
'Rail-ways' and plateways (in which unflanged wheels ran upon flanged rails) existed in large numbers in quarries, mines, and other industrial undertakings.

One such 'rail-way' was that at Purfleet, where it was used

to convey chalk from the existing quarries and, so far as I can discover, this was the earliest railway in Essex. In 1807 the Purfleet quarries were owned by the Whitbread family. By this date the use of horse drawn carts to carry the chalk had been abandoned in favour of trucks running on rail tracks, so that four horses could do the work which had previously needed twenty five. One horse could draw a train of five or six loaded trucks.

Once transformed into lime the mineral was again loaded into another set of trucks to be carried to the waterside and tipped into waiting vessels.

Apart from its use in lime kilns chalk was widely used in Essex at that time as a dressing for the heavy and acid soils of some parts of the county. Chalk was also quarried in the north-west Essex and some came from Kent.



20 Years Ago - Stour Valley Steam 1993

Some details about the construction and use of the Wickham Gangers Trolley

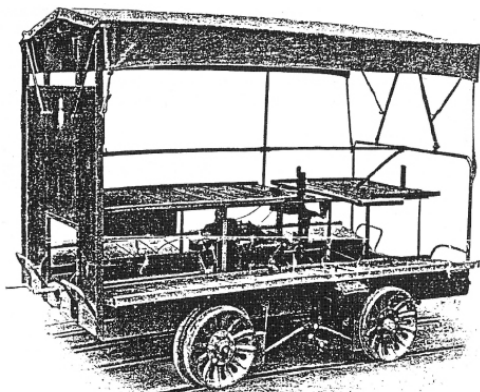
WICKHAM GANGERS TROLLEY - James West

This trolley was originally built around 1930 for one of the big Railway Companies, we believe in this case that it was the London and North Eastern Railway. It was built to seat twelve men although this would seem to be a little big considering that permanent way gangs rarely exceeded eight men on the lines that these trolleys were built to run on.

This trolley was originally built with a J.A.P. 1100 cc air cooled engine but during its life this was replaced with an engine from a later power trolley although of similar design; this engine is a I.A. Prestwich 1323 cc twin cylinder air cooled engine. With the air being supplied by a flywheel mounted blower, this engine was introduced by Wickhams during 1934. From my research, it seems that the downfall

of the first Wickham gangers trolleys was the engine. These were cooled by a fan at the front of the engine which only cooled the engine if you travelled in a forwards direction thus forcing air into the fan - so no reverse was fitted. This as you can imagine must have been annoying for the crew, as when it came to going backwards you had to take both the trolley and any trailers it was towing and turn them all round.

The trolley was only fitted with a tow hook at the rear so there was no easy way of getting around this problem. With the introduction of blower cooling it meant that the trolley could now be run in either direction, so it was now feasible to fit a tow hook on either the front or the back of the trolley. This meant no more



A Wickham Trolley as it leaves the works, power trolleys did not have roofs fitted until well into their service career turning to change the direction of travel.

There was still however the problem that most permanent way work utilising these trolleys was done during the daylight hours between the passenger and goods trains. As most single track lines did not have passing loops for the trolleys it was decided that it would be easier just to remove the trolley from the track altogether. This was achieved by using a Wickham turntable. This was carried on board the trolley for immediate use if necessary and only comprised four components. These were the baseplate, a crosspiece with two slots spaced equally from the centre a distance of 4'9" apart and finally two T-section runners which sit in the previously described slots. These runners have one end turned down so that the trolley can be driven on and the other ends of the runners are upturned so the trolley cannot run off. Usually the turntable would then be turned through 90 degrees so that the trolley could be run off onto the storage spur. Then the same would be done with the trailer if it was loaded or it may have been lifted off by hand to save time. Usually the trolleys just ran along the line in front of the trains and were lifted off for the trains to pass. On some lines the trolleys were protected by electric token exchange apparatus whereby there was a hut of some kind at each trolley spur and an inter-

nal feature of each hut was a token exchange machine. If the person in charge of the line wished to occupy a certain section of line he would contact the signaller in charge of that section who would then release the token thus permitting occupation of the line. The token exchange apparatus was interconnected with that of the signaller's, so another train could not be signalled to enter that section unless the electric token was returned to the apparatus in a permanent way hut, thus clearing the signaller's locking so the token would now be free for the oncoming train.

In other cases such as the Sudbury - Marks Tey line the trolleys just went along at their own pace and the signaller assumed that the gangers would have enough sense to get the trolley off the line before it was crashed into. Many regular members at Chappel will have noticed the disappearance of the Wickham in question from Chappel over the first weekend in November.

Departing with it was the Bures heritage trolley. This was built by the Wickhams for use on the branch line and is of a similar age to the power trolley. The pair are to be restored and returned to Chappel in running condition.

It has been suggested that as these vehicles create interest at the Museum it would be a good publicity exercise to exhibit the completed vehicle at vintage vehicle rallies next year as it would create just as much interest were it running or static. Also, for example, Weeting rally now features a section of standard gauge line for the demonstration of steam railway locos - how about the demonstration of a gangers trolley as well?

Finally the sole reason for restoring this vehicle is that it is going to return to the Museum with a demountable purpose-built railway weed spraying unit fitted to try to aid the ever increasing problem of weeds around the site.

10 Years Ago - Stour Valley Steam 2004

Museum events are hot topic in 2014, it would appear that the same was the case in 2004, James West provides some information from an event which became a success for EARM, whilst providing extra attractions for visitors, but for little cost to the Museum.

SPANNING THE CENTURY by James West

This year the Marketing and Publicity Steering Group has strived to provide more for the average visitor when they come to visit the Museum. The first event of the year, usually the second weekend in March was chosen to try an experiment and that experiment was to market an event where we offer an educational experience to the visitors at very little cost and therefore provide just that little bit more than we would normally achieve.

The title 'Spanning the Century' as the name suggests was to market the event with experiences from throughout the century. The railway rolling stock for the day was quickly established as being the Museums restored vintage train and a Diesel Multiple Unit (DMU). It was initially suggested that the two should be mixed and that 553 should be run with the DMU trailer car. This was quickly refined to offer two experiences, the first being able to ride on the Museum's popular vintage train comprising of restored 1893 Great Eastern Railway Brake Coach (553) and a restored coal truck and cattle van and the second to ride in the restored 1960 Diesel Rail Car.

The Museum's operational Chappel North signal box from the 20th century was in use complete with a suitably attired Les Houghton acting as signaller who was willing to explain the workings of the Signal box and the safe operation of trains. The Museums Goods Shed was suitably arranged such that a freight train was arranged complete with steam engine, box van and Guards van. Tables were arranged adjacent to the vehicles and suit-

able artefacts were displayed.

Visitors had the opportunity to climb onboard the cab of a steam engine and have the controls explained, understand how goods were moved around the country and the tasks performed by the guard of the train including the opportunity to climb aboard a restored Guards Van.

Further displays were arranged in the Goods Shed and these included the tools that were used by the railwaymen. Peter Thompson provided some plaques and plates which were an added attraction, and the Tyers number 9 single line token machine and associated token were moved from Chappel main box for the duration of the event

John Smith kindly brought along his Hornby Dubio Tinsplate Railway which was in operation in the Goods Shed complemented by a display of vintage toys and tinsplate soldiers provided by Brian Alderman and Dave Mordecai. Peter Martin and I acted as interpreters and explainers so that no visitors left with any questions unanswered.



The Importance of Tail Lamps -

“When does a red light denote ‘Safety’?”

By Nick Ridgway

It's a good question and I couldn't answer it at the time. It says in the Rule Book that a red light denotes 'danger' (with one exception: the guard's signal to the driver at night to test the continuous brake before starting). So what is the answer? It isn't a trick question and here's why. Imagine that you are working on the line and a train approaches. It whistles. You stand aside and acknowledge the warning to the Driver. The train passes. What do you look for before you step back on the track and resume work? Well, I would look for the tail lamp. If it isn't there then there's a potential problem: if you go back to work on the line and the second part of the train approaches it will do so without warning as there's no Driver on the front of it. Loose bits of train with no Driver are what could cause you half a day out with the Undertaker. So they're pretty important things, tail lamps: in this particular case a red light travelling away from you does indeed give some assurance of safety.

“The only purpose of a train, so far as a Signalman is concerned, is to carry a tail lamp from one end of the railway to the other.”

At Shrivenham on 15th January 1936 this important principle was overlooked. A heavy freight train of 53 wagons broke into two pieces. The Guard of the freight train was not paying proper attention to his duties. His van with five trucks attached rolled to a halt in open country 1000yd west of Shrivenham, out of protection of fixed signals and he did not protect them in the rear using detonators. Nine minutes elapsed before he realised something was wrong. The front part of the train continued on its way, being routed along the up goods line at Shrivenham. The

locomotive crew did not notice that their train had no brake van on the back. The front part of the train passed Shrivenham box and the Signalman did not notice anything unusual about it. Without actually seeing the tail lamp (he couldn't have done – it was on the brake van which had been left behind) he telegraphed “Train out of section” to the box in rear. A little later his colleague at that box offered him an express passenger train. The signalman at Shrivenham accepted the train, routing it along the up main line at full speed. Moments later the express collected the brake van and trucks at high speed and spread them, the loco and several coaches all over the surrounding countryside. The Driver and one passenger were killed and 10 passengers seriously injured.

During the late 1980s a Trainee Signalman at Chappel noticed a freight train pass North Box without a tail lamp on the back. The Trainee left the signals at Danger, left the box, approached the Guard of the freight train and asked, “Is your train complete?” Without changing a blank facial expression the Guard replied, “Yes it is.” The Trainee enquired further, “Well, where's your tail lamp, then?” Now with a big cheesy grin, the Guard, who happened to be part of the team assessing the Trainee for competence, replied, “It's here”. He took the tail lamp from behind the veranda panel of the brake van where he had hidden it and put it back on the bracket provided. It was all part of the assessment and competence had now been established!

Important things, tail lamps!

Marks Tey Hotel Offers

By David Reeve

We are indebted to the Marks Tey Hotel for responding to our appeal in the last issue of Stour Valley Steam. Their offer of advertising in this issue enables us to run some colour enhancement which would otherwise not be viable, especially in our current financial position.

As a local hotel it is well placed as a base for visiting the Essex/Suffolk border region. Not only does it have good road access via the A12 and A120 but it has a direct train service to London, Norwich and, most importantly, Chappel & Wakes Colne!

A number of deals have been agreed between us and others may follow in due course.

Museum members will be able to get a 10% discount on meals in the Marks Tey Hotel's Roman Restaurant and in the Bar & Lounge, on production of a current membership card, and of course benefit by an enhanced Magazine.

For our part we are offering 2 for 1 admission on Museum Days to the Hotel's guests, again on production of suitable paperwork. It is hoped this will be an additional source of visitors to us during the coming year. This facility is currently on offer on the “Whats On” page of their website, which can be found at: www.marksteyhotel.co.uk/ In addition further information about prices, and facilities can be found by phoning 01206 210001. Leaflets and other promotional material about the Hotel can be found in the Museum's Visitor Reception.

Class 47 Top & Tail Trains to Great Yarmouth

Proving that you don't need modern trains to run a service, local train operator Greater Anglia regularly use Class 47 locomotives with a train formed of three British Rail Mk2 carriages for some services on local lines out of Norwich.

Mark House provides the photo below of DRS 47805 at Great Yarmouth on 8th July 2014. It is suggested that the 47s will be replaced with 37s by the end of the year, working Push/Pull with former Anglia Railway DBSOs.



Last Call for Stour Valley Steam 157

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

Before we go, how about a poem from Geoff King? Sent to us along with the photo of 44932.

**'Twas on a Sat'day morning
A Black 5 came a-calling,
With smoke and steam
And shiny gleam
And red stock it was hauling.**

Some of you will have noticed that this edition of *Stour Valley Steam* is almost entirely Museum related articles, whilst we try to balance the Museum Related Vs General Railway, it hasn't been possible for this issue, mainly due to the large amount of works which have gone on across the site which we wanted to publicise, but secondly we can only print general railway articles if they are received for publication! Details can be found below on how to submit items for inclusion in future editions of the magazine.

We dispatch this issue with one final thought from 1984, an issue James West touched on in 2004 (See SVS Through the Years, Page 43), and that we're having to consider again in 2014. The need for additional attractions at event days. *History really does repeat itself....*

Serious consideration has been given to adding that little something extra to the usual programme of Steam Open Days at Chappel (1st. Sunday in the month, March to October plus Bank Holidays), and the Publicity Department have announced plans for Vintage Fire Engines, Military Vehicles, Model Engineering, Children's Art, Two locos in steam; all to be included in the mad whirl of entertainment that constitutes the average Steam Open Day in 1984. After a trip to the Bar Car for a Robinson-burger could life hold more for anyone?

STOUR VALLEY STEAM 158 - SPRING/SUMMER 2015

Stour Valley Steam is now published every six months, deadline for copy for *Stour Valley Steam* 158 will be 30th December 2014 at the very latest, with an intended publication date of February 2015 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

September

Tuesday 2nd	Enfield Transport Circle: Transport Video Miscellany by Peter Watson
Tuesday 9th	28th Chappel Beer Festival
Wednesday 10th	28th Chappel Beer Festival
Thursday 11th	28th Chappel Beer Festival
Friday 12th	28th Chappel Beer Festival
Saturday 13th	28th Chappel Beer Festival
Wednesday 25th	South West Essex Branch: Members Film Evening

October

Friday 3rd	Colchester Branch: AGM Followed by Railex 2012, by Bob Sharpe and Mike Stanbury
Sunday 5th	Model Railway (Gauge One) & Engineering Show plus Mini Rail Gala
Tuesday 7th	Enfield Transport Circle: The Post Office [London] Railway: 1927 to 2003 by Chris Taft
Saturday 26th	Colchester Branch: Sales Stand at Colchester Model Railway Exhibition
Wednesday 29th	South West Essex Branch: Decades - Railways over the Years by Phil Wood

November

Saturday 1st	Spooky Day Out With Thomas
Sunday 2nd	Spooky Day Out With Thomas
Tuesday 4th	The Welsh Highland & Ffestiniog Railways in 2014
Sunday 16th	Enfield Transport Circle: The Welsh Highland & Ffestiniog Railways in 2014 by Stephen Jupp
Wednesday 26th	South West Essex Branch: AGM, followed by pictures from the Alan Golding Collection
Sunday 30th	A Festive Day Out With Thomas

December

Tuesday 2nd	Enfield Transport Circle: The 2014 R.W. (Bob) Todd Memorial Presentation by David Alison
Friday 5th	Colchester Branch: The Welshpool & Llanfair Light Railway by Tim Abbott.
Sunday 7th	A Festive Day Out With Thomas
Wednesday 10th	South West Essex Branch: San Fransisco Historic Street Cars, by John Rayment
Sunday 14th	A Festive Day Out With Thomas
Sunday 21st	A Festive Day Out With Thomas

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.

Enfield Transport Circle (Former North London Branch) 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: Jubilee in steam, pulling the freight train durin the 1960s event on Sunday 29th June 2014. Photo by Kieran Hardy

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Weddings



▼ DRS's new engine 68004 at Norwich 7th August 2014 - Kieran Hardy





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