

STOUR VALLEY

S T E A M



SPRING / SUMMER 2015, ISSUE 158

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION





▲ Kevin Watson as a young Winston Churchill at the WW1 Event Day, November 2014 - Rosie Pallant and Dominic Noble

▼ A Busy Scene in the Goods Shed at the Chappel Beer Festival - Beer Festival Facebook



STOUR VALLEY STEAM

EDITORIAL

Other than some tidying up, all the new Heritage Lottery projects at the Museum are now complete. We now have some brand-new facilities on site, particularly the Platform 5/6 complex, the Coal Drop and the Cattle Dock. These features are intended to help with our mission to display and interpret railway history. Perhaps we can now get used to our new environment and press ahead with our normal restoration and maintenance projects with renewed vigour.

Also, as the focus on construction has faded it has been possible to concentrate more on improving our offer to the visitor, and it would seem that that 2014 has been a better year than 2013 from the Events point of view.

Amongst all the new works we note the passing of an era – the demise of the former South West Essex Branch. The branches were an integral part of the Society, often contributing quite large sums of money to its coffers and they were also were an important source of labour. This involvement has sadly dwindled over the years, probably more due to evolving demographics and lifestyles, or even the immutable effect of Anno Domini, than our own organisational changes.

It has been suggested that the Museum should hold more Members' Events to help create a sense of "belonging." What do you think?

Finally, I would like to offer my thanks to all those who have contributed to the SVS production process during the past year and hope that you have enjoyed reading the end product. If you are interested in contributing to Stour Valley Steam, our Editorial Team of Darren Johnson, Jeff Kilpatrick and I are always willing to offer assistance. Between us, we have been able to help a number of new contributors over the last few years getting their articles and photos into print.

David Reeve - Editor

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Front Cover:
Old Meets Older, Greater
Anglia Unit 153314 passes
WAD 72229 at the North
Head Shunt. 3rd August
2014. G.D.King.

A Day to Remember - As you may be aware, the Museum is embracing a new theme – “Living History” - for its Event Days. The concept is proving extremely popular across the country with Museums, Railways and Fairs.

By Rob Varletta

The latest in the “Living History” series at the Museum was the WW1 Day. This was an idea originally conceived last year to mark the centenary of the Great War. Much thought, planning and cups of tea went into pulling the Event together, and what a day it was.

On entering the Museum, and having paid their admission, visitors received some old pennies and a replica contemporary five pound note. Once in the Booking Office, they were greeted by Phil Ainsley and Bob Proctor who were dressed in period station staff uniform, giving out information on the day's activities and some history of the role the railways played during the war. Some appropriate music was also to be heard in the Booking Office (from the CD player tucked under the W H Smith stand). Adjacent to the Booking Hall, was a WW1 exhibition by Jaki Collison featuring some excellent display boards, artefacts and a television showing archive footage of different aspects of the War.

After crossing the Footbridge, heading down Platform 2 and over the Crossing, visitors were given a smart salute from Recruiting Sergeant Graham Adley, resplendent in a red tunic and pith helmet. Visitors (chiefly males and children) were given the chance to enlist in the army and accept the King's shilling - A chocolate one!

The Lexden History Group Members - Photo by Rosie Pallant & Dominic Noble



Once sworn in, visitors were directed to the Goods Shed where the main hub of the event was taking place. Here there was an impressive collection of display boards, courtesy of the Lexden History Group, who had worked and researched for a whole year to gather information on topics ranging from the Red Cross to conscientious objectors. They also provided a projector showing footage from the Battle of the Somme plus lots of different artefacts and items. Other exhibits included two private collections of memorabilia and artefacts, both of which were immensely impressive. These were also supported by the presence of the Royal British Legion promoting their admirable cause. To add to this was Kevin Watson and his family using a wooden cart, exchanging the old pennies for period sweets and cakes which proved so popular that by mid-afternoon they sold right out of stock. (Jolly good show!)

Also on offer was a bar, manned by Linda Robinson, selling snacks and intoxicating liquids. A musician with a keyboard was on hand, playing and singing 1914-18 tunes. Later on saw the inaugural performance of the Chappel Choir, which contained a number of Chappel regulars (including me) and put on an excellent show. Maybe one day we might go international (or maybe not!).



Outside, Stow Maries Airfield Museum had their mobile display trailer, which gave information about their fascinating site near Maldon.

*Kevin Watson and Sons, with their stand - Watson and Sons Bakers
- Photo by Rosie Pallant & Dominic Noble*

At the Post Office, Dave and Coral Rose were braving the weather and exchanging the five pound notes for War Bonds and providing information about how people contributed to the war effort. There were also a number of other characters about, including a padre, an officer with a rather fearsome cavalry sword, and an Edwardian lady. Kevin Watson was on hand as a younger Winston Churchill to rally everyone to the cause of supporting King and Country, along with Station Master Jon Nutbeam, Margaret and Maureen.

Toby and Henrietta posing in their less-familiar guise as a replica Wisbech and Upwell tram-engine and coach were giving rides, along with the Chappel Miniature Railway team, led by Kevin Plumb. The Yard was also filled with the sound of period music, courtesy of Graham Farrell's PA system.

The B1 building saw Nigel and Michelle running some fascinating creative activities for children including making poppies, wooden crosses, and colouring-in pictures of First

World War aircraft.

The Lexden History Group also were exceptionally kind in providing period refreshments on the day, which consisted of Trench cake, Corned Beef sandwiches, Bread and Butter pudding along with tea and coffee. These went down a treat with visitors and exhibitors alike.

The turnout of visitors was rather impressive in spite of the weather, and they seemed to be enjoying themselves. I wish to say a huge 'thank you' to all those involved; your efforts were a credit to the Museum. We also hope to establish links with all the exhibitors who took the trouble to provide such magnificent displays and information. They all noted how the public wanted to know all about the exhibits and artefacts on show, rather than just glancing quickly around and then leaving.

The foregoing is an example of what is to come in the future at the “Living History” days. Why not come and join in? There is something that will suit everyone's interest. As Lord Kitchener said: “WE WANT YOU”

The Fotherby Signal Box - North, South. East and (vaguely) West – the story of preservation's most travelled signal box.

By Derek Fox

In the early days at Chappel, it was decided by the S & T Department that the existing Main Signal Box was in the wrong position to control the site, since it adjoined the Marks Tey - Sudbury railway line, and could not be moved. It would therefore be necessary to have some other form of covered signalling operation at the North End of the Yard.

During various visits to Lincolnshire looking for goodies, Colin Hill and Richard Booth came across the Fotherby Halt Signal Box, which was then in use as the Crossing Keeper's hut. Fotherby Halt was situated on the ex -GNR line between Louth and Grimsby. The station opened in 1852 closed in 1872, reopened in 1905 and finally closed in 1961.

After negotiations at Louth, Colin, Richard and also Chris Hunt dismantled the Signal Box, subsequently moving it to Chappel in Richard's ex- GPO van over two or three weekends. Richard then carried out a lot of renovation in his father's shed at Romford. (Chris says the actual date could be traced via Louth A & E Hospital records, because whilst removing the slates from the roof he cut the top of his finger off and was taken there for treatment).

The door was moved from the north to the south side of the structure because of the layout in Chappel Yard. Four new foundation timbers were required and these were cut in the Goods Shed from second-hand baulk timbers, which were again obtained by Richard. Colin and Richard then cut the mortises to take the original vertical timbers. It was dif-

ficult to find new boarding so tongues and grooves were cut to match the originals. The windows were repairable and placed in situ. (It is interesting to note that, whilst rebuilding the box, the signatures of several people who originally constructed it at Fotherby were found on some timbers). I drew the locking chart and painted all the lever descriptions on the plates in my shed at Wickford.

I recall that the lever frame probably came from Beckton Gasworks, during one of our off site collection of surplus railway equipment. Much midnight oil was burnt in the workshops cutting the locks and tappets, and to Kim Malyon's disgust the grinder frequently ran hot.

Chris, Colin, and Richard subsequently rebuilt the box at Chappel, where it became the original North Box, and replaced a ground frame already in situ.

In 1986 the Museum acquired the former Mistley Signal box and the Fotherby box was moved to the South end of the yard. Before that there was a brief moment of glory (and commercial opportunity) for it as it was taken to Windsor Safari Park, where it featured in a drinks commercial for "Malibu", together with two giraffes! (Hence the "westerly" location of the box in the article's title).

On its return, the box was re-named Chappel South and then settled down to a humdrum existence principally concerned with controlling access to the sidings during shunting operations.

As many members will be aware, the Chappel South signal box has now been relocated yet again to be part of the new Platform 5/6 complex, where it will be known as Chappel East! Among other twists to the tale, its original doorway has been restored as it had to be modified when it first arrived on site. However, it has had to be made wider than previously to satisfy current Disability Access requirements. In its current position at the end of the platform, it will have more opportunities to give "hands on" displays to our visitors than would have been possible at its former location.



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:

Robert Bartlett, Simon Blaxland, Sean Brett, Christopher Brooks, Harry Brown, Mike Crossman, Thomas Cutter, Ron Edwards, Alexander, Adrian, Abigail and Karen Henry, Gemma Mattern, Eric Kay, David and June Kenington, Jacob King, Mr & Mrs B Lambert, Charlie Lubbock, Anthony Merry, Geoff Morrart, Jill Morris, Michael Nicholls, Anthony Orris, Ian Parfitt, Bob Proctor, David Saul, Carmen Smith, Adam J Smith, Mike Studd, Geoff Webster, Stuart Whyte, Ben Younger, Tony Younger, and Peter Zanchi.

We welcome back Graham Myall as a returning member.

Unfortunately, we have to record the death of Cyril Johnson. His obituary can be found elsewhere in the Magazine and our sympathies go to all his friends and family. Our sympathies go to Keith Brandom on the recent death of his wife, and also to Corrine Sermons on the recent death of her father, at the age of 101.

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, as following changes announced in SVS150, the Museum includes subscriptions in the regular repayment claims.. 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.

Finally, a special "Thank You" to all the younger members who worked so hard over the Santa/Thomas days this year.

The Chappel Beer Festival -

Something strange is going on; I am used to my Master's ways of doing things, but this seemed different: odd 'things' going in the car, then my water bowl; we're going on an adventure and are unlikely to be home for some time.

By 'Woofdog'

Then he started the car, "Where's Mummy, - why isn't she coming with us?", I wondered... We arrived at somewhere and Master started putting this contraption thingy together; this was to be our accommodation for the next few days. He had brought my blanket, basket and water bowl so I felt right at home. There were lots of really friendly nice people out there and a few fields I could scamper around and enjoy all the freedoms and scents everywhere...

There were two large buildings full of multitudinous numbers of barrels and as the week progressed thousands of people came along to sample various bevvies including a Belgian Beer stall with some beers of an eye watering specific gravity.

Master spent much time 'faffing around' in the Admissions Tent; I have absolutely no idea what he was doing - he was putting dirty glasses in one end of this machine, and taking clean glasses out of the other then putting them in a box - all week long, this process was very hypnotic to watch.

Several times a day, Master would tease me by making me walk past all the food stalls; it wasn't fair, he'd 'fill his face' while I was left to go hungry, although there were some nice titbits on the ground I could help myself to. Every now and again a train would go by and disgorge hundreds of people at a time, then a long queue started forming, and as things started to settle down a coach party or two would arrive. Then another train, more people, where on earth do they all come from?

Even amongst the vast throng, there were people I recognised, and they were as pleased to see me as I was delighted to see them. On Saturday, there was ferret racing and Master wouldn't let me chase these; though I only wanted to play with them.

It was impossible to quantify the amount of beer sold and the number of barrels emptied during the week. When the event was cleared up on Sunday everybody seemed to know what they were doing and I was watching a very slick operation in progress. Later that afternoon we went home and I wanted to tell Mummy all about the exciting week we have just had, but this is not easy when you can only say two words - "Bark!" and "Woof!".

I am already looking forward to the Winter Festival, though I hope it isn't quite as cold as last time, but I hope to see you all there.



Further to Tail Lamps on Trains -

I would like to add to the very good article by Nick Ridgway in Stour Valley Steam 157.

By Derek Fox

When can a train carry 2 tail lamps?

One instance is where an unscheduled train is following the booked train and has not been previously advised to signal boxes en route. During daylight hours, in addition to the tail lamp, a red board is sometimes carried on the rear of the booked train, which says "ANOTHER TRAIN FOLLOWING".

There are other instances where a train carried 2 tail lamps, for example the Royal Train. The reason for this in this instance is that if 1 tail lamp is "OUT" the signaller need not act in accordance with Block regulation 19, although he would need to if both tail lamps are out. However the Signal boxes in advance must be advised of the circumstances and the tail Lamp must be changed at the next booked stop. The "Royal Train" was signalled by the "Is Line Clear?" bell signal 4 pause 4 pause 4.

There are other instances where a train carried 2 tail lamps, such as "The Silver Jubilee" which ran from September 1935 until 1939, between King's Cross and Newcastle. Here, the motivation was to avoid delay en route to an express service. These trains were usually signalled forward by the "Is Line Clear?" bell Signal 4 pause 4 ", as opposed to other express passenger trains which were signalled forward by 4 bells.

Intermediate tail lamps were also carried on trains conveying Slip carriages, the details of which are quite complicated. Several such carriages were known to have been slipped on the Great Eastern. In fact the last such service on the LNER was the 4.57pm Liverpool St - Clacton which slipped a portion at Marks Tey, which ultimately went to Bury St Edmunds. This service ceased in 1936.

Even the Ravenglass & Eskdale Railway used slip coaches at one time. The last recorded slip coach was in 1960 at Bicester on the Western Region. There have been several books issued on slip carriages. The late B D J Walsh gave a paper to The Great Eastern Railway Society on the topic.

Finally, if a train is shunted either from the Main Line onto a siding or onto the opposite line the tail lamp and any side lights must be extinguished so as not to be visible by the driver of a following train.

Leaving a Legacy to the Museum -

Here we go again with the certainty of death and taxes, but there may be some better news.

By Jeff Kilpatrick

When your time comes, as it will, to go to play with the Great Train Set in The Sky, if your Will says you donate part of your estate to one or more charity, that part will be excluded from Inheritance Tax (IHT) calculations. Better still, since April 2012 a lower rate of IHT applies to the taxable part of the estate of those who leave at least 10% to charity. Of course, for everybody there is already a tax-free band of £325,000, and for married couples and civil partners this doubles to £650,000, so some careful sums need doing to gauge the effect of making a charitable bequest in individual circumstances.

A worked example may help here. Say you are single and your estate is valued at £500,000 – not that uncommon nowadays with property prices as they are. After the tax-free allowance, £175,000 remains taxable at 40% (which is tax of £70,000) leaving the beneficiaries of your Will with £430,000. If you were to leave £50,000 out of the total £500,000 to charity there will be £125,000 taxable (£50,000 less) on which a lower rate of 36% tax will be payable (£45,000) leaving your beneficiaries with £405,000. In this example, your beneficiaries get £25,000 less, but the chosen charity, hopefully EARM, has received £50,000, half of which has in effect been contributed by the Treasury.

Bear in mind that no IHT is normally payable on a first death in a married couple or civil partnership, so the tax benefit is only gained on the second death. It is therefore important that both partners agree to the arrangement – perhaps you could each nominate a charity of choice to reflect your own personal in-

terests. But because of the regressive nature of IHT, the bigger the value of the estate, the bigger will be the tax saving and the less the proportionate impact will be on the net value to the residual beneficiaries.

Of course you review your Will regularly, as you must with the law constantly changing, and this will continue to be important if you incorporate a bequest to charity next time you update. But a note of caution: please be sure to specify in your Will the precise charity or charities you wish to benefit. Why? Because if your Will is vague and just says you leave 10% of the total to charity, perhaps because you have specified somewhere else (such as in a document of intent, or by telling your family what you want to have done) your executors will get bombarded with pleading letters. That's bad enough in itself, but if the executors include a solicitor there will be a charge as each one is dealt with. So be precise in the wording of the Will itself, so that the firm which makes its living from trawling through Wills (which are public documents once probate has been granted) and alerting charities where there is the possibility of easy pickings, doesn't get a toehold.

Finally, this article reflects the law at the time of writing (November 2014) and may change, but the benefits at present are so great as to make including a charitable bequest well worth considering. And as ever the caveat: nothing in this article constitutes tax advice, and a professional adviser should always be consulted when drafting Wills.

Cyril Johnson - Obituary by Lawrence Beeching

At a well-attended celebration of his life, a dozen-or-so of his Museum colleagues joined his widow Pat and the family at Colchester Crematorium to say farewell to Cyril, who passed away on 11th October 2014, in his 80th year. A piper in full Highland regalia and playing a lament preceded the coffin, creating a memorable impression on us all in the confined space of the Chapel. They both loved Scotland – they had married in Gretna Green in 1956, where they also renewed their vows some 50 years later. A couple more committed to each other is hard to imagine.



Cyril started his working life at Tate & Lyle, but in 1953 left to join the RAF as a motor mechanic and 'heavies' driver (there must be more than a few readers of this who remember the Queen Marys he talked of). He returned to civilian life five years later as Raw Sugar Loading Supervisor for the Sugar Association of London. After a long career, and following redundancy 35 years later, the family moved to Tiptree in 1993 and he joined the Museum as an active volunteer. He was an early member of the group now known as Team Wednesday (a name to which Cyril is thought to have had some input) but in the early days was involved in the engineering side: Pat now recalls him arriving home "covered in oil and clinker".

Back then, Team Wednesday was much more engineering oriented – Roger Pitt, Ian Martyr, John Hale, Cyril, and myself (shown in the photo below) all of whom had a degree of engi-

neering expertise which was exploited by the then-resident engineer to keep things going.

Cyril's skills would have been valued highly at that time. Only illness in the last few months of his life kept him from completing 20 years' valuable service to the Museum.

Cyril was a gentleman, with never an unkind word for anyone and an eternally optimistic outlook which carried TW through a few fraught moments.

He will be missed by all who knew him.

Rest In Peace, Cyril.



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

SITEWORKS.

The works are now complete bar some finishing details on Platforms 5 & 6, whilst the new storage shed has only just started to be fitted out with racking. There is a lot more to do to allow our Curatorial Team to move from A2 building into their new accommodation, in turn releasing valuable space until the cabins have to be removed in five years time.

CAN YOU HELP?

As you may have read in previous newsletters and magazines, the Museum is the possessor of an ex-London General Metrobus, and it is intended that this will be taken to events to publicise the Museum. Does anyone have the necessary licence to drive it? If you do, please contact Ian Reed at ian.reed@earm.co.uk

PUBLICISING THE MUSEUM.

For many years, we had a team of members who attended a number of outside events to help publicise the Museum, sometimes with a sales stand as well. We would like to reinstate this idea: if you could be interested, please contact newsletter@earm.co.uk in the first instance.

ANY OLD RAGS.

There is an ongoing need for rags at the Museum for locomotive cleaning, so if you have any suitable rags they would be very much appreciated. Just bring them to the Restoration Shed any day - many thanks in advance.

OPERATIONS DEPARTMENT.

Rob Boyce is the Operations Head of Department and prepares the rosters for all train operating days. Rob is often away and indeed out of the country, his deputy is Ian Jessop whose email is ian.jessop4@btinternet.com or telephone number 07518 867535.

Initial queries regarding operations, rosters and training etc should be made to Rob, however if you receive no response it's likely he is away sampling the railways of China, Kazakhstan or Brazil, please contact Ian Jessop.

PILOT MAGAZINE.

As part of the continuing tidying up of our Archive area, the Museum would like if possible to obtain a full set of the "Pilot" newsletter. This was a predecessor of the current "Chappel Newsletter" and ran from approximately 1973 to 1982.

If anyone has any old copies of this magazine they wish to donate or lend, please contact David Reeve (details within Magazine) in the first instance. A list of those issues we have in the Collection is available.

WELCOME TO THE MUSEUM.

Following the news last time of a staff departure, we welcome Rosie Pallant to the East Anglian Railway Museum. She joins us to work as a Customer Service Assistant in the VRC, and will also be undertaking some curatorial work.

EARM PRESS CUTTINGS.

Phil Ainsley is collecting EARM/SVRPS press cuttings, of all eras, to add to our Collection. If you have any, please bring them to the AGM on the 14th March 2015 or send to the Museum at our usual address marked for the attention of Phil.

AGM HAPPENINGS.

Included with your magazine is a notice of AGM for the EARM Group of Companies, this will take place on Saturday 14th March 2015 in building B2 starting at 11am. There will also be a selection of second hand books and other bits of railway ephemera for sale on the day. Additionally members are asked to stay for a meeting in the afternoon about Marketing and Publicity, to help in the planning and development of Museum events throughout the year, this will also take place in B2 which can be found opposite the Heritage Centre. More details about this can be found in Ian Reed's View from the Top article.

ARE YOU CERTIFIED?

As you can appreciate, the Museum does have a duty of care to both visitors and members as to their health and safety, and as part of this we are looking to update our list of members who have first aid qualifications of any level. If you have any current qualifications, can you please let Rob Boyce known at rob.boyce@earm.co.uk - many thanks in advance.

IMAGINATION STATION.

One area that we desperately need more volunteers to help with at Thomas events is the Imagination Station, which is the children's indoor play area. Sterling work is done there in supervision by Michelle Hull and Robyn Collison, but due to Michelle's work she cannot always be there, so we desperately need back-up! If you would be willing and would like to learn more, please either contact Michelle or the Visitor Reception.

NEW ARRIVAL AT THE MUSEUM, BR Mk.2b OPEN SECOND W5455.

Built by BR Derby 1969 to Diagram AC207, Lot No.30791. 62 seats, B4 bogies, weight 32 tons.

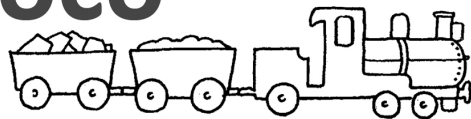
Dual heating, pressure heating and ventilation. Allocated firstly to Laira and later to Old Oak Common. Out of service 1993 to National Railway Museum, intended use as a 'schoolroom'.

Declared surplus to requirements and offered for sale Oct 2013. Purchased by the Museum at a cost of £3,000 with the help of Gift Aid from members.

Delivered to Chappel on 10.10.14.



Pete Martin's Plumb Loco



As the dulcet tones of Noddy Holder and the inevitable bout of time worn festive ballads fade into oblivion only to be dusted off again next year, we say farewell to the recently successful run of festive "Days out with Thomas". Thanks to all who sailed with it to bring another season to a bumper end to help us through next year, when we do it all again. WAAAAH!

Lurking in the back end of the workshop, more dulcet tones were heard to be issuing from the nether regions of No. 11's boiler. This time from Allan Robinson who has been preparing the thing for a hydraulic test after much repair work, and discovered that he had to remove the new main internal steam pipe for the 4th time after the joint between the regulator and pipe was found to have become displaced again. This situation amazingly resulted in a torrent of water and abuse.

The problem is exacerbated by the fact that you can align it all perfectly on the floor, but not in the boiler, because that is out of sight. How on earth Barclays put it together in 1905 without the same trouble is beyond comprehension. The thought is that they put it in without the firebox in place - something which isn't entirely unheard of with cars nowadays, where they start with the heater unit and build the rest of the car round it!

Anyway, the boiler subsequently passed its test and now it's all hands to the pumps to reassemble the loco for re-emergence next year. Note - I didn't say when.

Thomas has been soldiering on and is due to have tubes replaced once the Festive Season is out of the way. (Can't we say Christmas nowadays?) Whilst the tubes are removed, the opportunity arises for a full internal examination of the boiler in order to conserve its fund raising operation for the next couple of years when the external work will be done.

Some of you may have seen pictures in other periodicals of Jubilee taking part in a Gala at the Mid Suffolk Light Railway, along with Wissington, an ancient Manning Wardle from the NNR and another privately owned Bagnall which is a sister engine to Jubilee. Well received and splendidly turned out the 3 engines kept the crowds amused, it was nice to see some of our members flying the flag and being there with it. Some of us don't get the chance to go to these other venues too often as we're too embroiled in Things Chapel. Jubilee is now approaching its 10 year boiler examination and is the main reason for No.11's planned re-emergence for a 'seamless changeover' as they say in 'industry-speak'.

The N7 is on countdown to its final operations at the Churnet Valley Railway before its boiler expires. Sorry - boiler certificate expires. Just to put that record straight. The lads at the Churnet Valley have done sterling work with the loco over the past couple of years, which has not been without its failings. After all, it is an ancient and unique piece of machinery which should be in a museum - which is precisely where it will be when it returns this

year. Unless someone comes up with the requisite resources, it will be stuffed and mounted. However, it's not to say that it can't be evaluated with removal of the tubes, whilst being conserved as an exhibit rather than full scale demolition. This has been the fate with many other steam loco projects where they have been systematically dismantled, then scattered in bits all over the countryside - and then lost the will to live. Anyone can take them to bits. It is knowing what to do with them and putting it all back together again that counts.

Which brings us to Lamport, now being selectively dismantled to a point where the boiler internals have been exposed to help evaluate it for any necessary repairs. It is already acknowledged a new inner firebox is required. As far as the mechanicals are concerned, they are being left alone - except for cleaning and examination. On the basis it went along once and shows no signs of distress anywhere, then if it ain't broke, don't fix it. You looking at £40k to get it going again, so get that ol' Gift Aid form out.

Whilst on the outside, it may appear there has been little that has changed, the DRB team have continued their work with No. E79963.



Rob Varletta has risen to new heights and has been stripping and repainting the roof. The roof-mounted horn boxes have been removed for repair be-

The Railbus with working Headlight - David Reeve

Railbus Cab Partitioning

cause of corrosion. This highlights the fact one end differs to the other as being slightly higher than the original - because it has been dented, probably by a loading gauge or the shed doors, by the previous owner.



Internally, new flooring is installed in the North end, and side panel work and window cappings have been cleaned prior to refitting. Brian has rebuilt the north end driver's desk from a pile of rotten de-laminated plywood, and the under - desk demister, heater unit and wiring have been refitted together with the rebuilt marker lights.

The characteristic internal cab partitioning and door also have been reinstalled after re-staining, together with the driver's seat. New ceiling panels have also been fitted. Peter Suckling continues to turn his hand to anything. This includes mending the holed exhaust pipe, which hasn't been out since the railbus was built in 1958, and making a roof mounted stainless steel exhaust shroud which will minimise the amount of water ingress into the exhaust system and bodywork. Once again a local rubber company has quoted for new window rubbers for the unique cab droplights which were ill fitting, split and perished. £150 for the tooling and rubbers at £129 per metre. And we want 12 metres! So come on gang, get yer Gift Aid out.

One casualty of the Thomas/ Santa combo events was the sad failure of Toby, which suf-

ferred an engine seizure on starting, the cause of which is currently being investigated. Suffice to say it doesn't go round - and it was alright when I had it the day previously. Honest Guv. Anyone with experience of Leyland Albion 980 6-pot diesels please step forward!

The driving trailer of the 306 electric train has been used for Santa's grotto over the past festive



The chassis rebuild for TB308 progressing in the Restoration Shed - David Reeve

work below the solebar was cut off. They obviously wanted the wheels for something else!

Team Wednesday have also been busy refurbishing the 5 plank coal truck, which has seen several years of service, but has now started to show signs of deterioration in the wooden planking and flooring.

When you look at much of the restoration work we do - especially if it is on a vehicle that is actively demonstrated for the visitor to experience, - one has to compromise between blending what we have with more modern materials. It comes to the point where the item under restoration will emerge as a faithful reproduction, using as much of the original where safe and practicable.

Finally - DID you know we have the complete GE suburban story within our collection? We have got the lot from the old wooden vintage GE 4 and 6 wheeler coaches from the 1870s, the N7, and its replacement - the 306 electric unit. All of which ran out of Liverpool Street. No - we don't want a 315 - yet.

Well there is a lot more but no room, so you'll have to wait till next time. Failing that, why not come and have a look. Better still why not join in. We cater for all tastes and interests.

Want to know more.....?

Restoration of the NLR Guards Van

Following the completion of the LT&SR coach, another refugee from the defunct North Woolwich Old Station Museum entered the Restoration Shed at the beginning of September 2014.

By Tony Foster

This was the North London Railway Guard/Luggage Van, which had previously been sited on Platform 2. Some exploratory work had been undertaken by Team Wednesday members in the late summer when the vehicle was temporarily placed outside the Restoration Shed.

The plywood screening was removed from one side of the vehicle which revealed a lot of information about the vehicle, and also generated interest from EARM members. The carriage had been partially restored at the North Woolwich Old Station Museum when the carriage was in their possession, having apparently previously done duty as a shed.

North Woolwich had carried out restoration work on three sides of the vehicle. One side and end had been varnished and the other end painted red, in accordance with North London Railway operating practice when the vehicle was in service. I suspect that because the fourth, full-length, side was in a very poor condition and missing many parts, the group probably wished to protect/hide the damage using sheet ply-



The North London Brake Van awaiting access to the Restoration Shed.

wood, until such time that they could find the resources to restore the vehicle completely.

When TW removed the plywood, the original teak panelling was revealed. Covered in soot

and in some places tar there was, intriguingly, some vague signage telling us that its fleet/service number was "70". Other faded signage revealed the words: 'Guards/Luggage Compartment' The one we have is 18' long and just over 8' wide. Photos of other NLR Guard's Vans have been located by EARM members. These reveal that some vans,



like ours, were 18' in length, whilst others were 24' long, such as the Furness Railway Trust's example, which is also under long term restoration.

Once the vehicle was inside the Restoration Shed the scale of the work that would be

needed just to make it waterproof, as desired by the Trustees, became evident. The structure at the rear, where the 'birdcage' structure over the Guard's compartment is situated was badly distorted and had broken



The North London Brake Van undergoing restoration. - David Reeve

away in parts. There was an inch-wide gap running vertically from the top to the bottom corner of the van. Clearly, the remedial work was beyond the skills of TW members. Consequently, the Trustees made it possible for the Museum's resident carpenter Kevin Watson to get to grips with solving the carriage's many structural problems.

By the middle of October Kevin had begun to work his professional magic. He had straightened the rear structural frames and reattached the birdcage to the main roof of the van. The supporting structure of the roof was also rebuilt. The transformation was obvious and a great morale booster for everybody involved with the restoration.

Meantime, TW were busy surveying what was needed to repair the large number of doors on the vehicle. To describe the vehicle; there are two small doors on either side at one end of the van these covered the dog carrying lockers. Each side of the van has three full size doors, two open outwards, one opens inwards. Some doors have louvres, others originally had glass droplights. At the other end of the van, at chassis level, there is a full

width locker that originally held the acetylene gas cylinder for carriage lighting. (The accompanying pictures hopefully this clearer)

On the good full-length side, the panels that had been previously restored were generally OK and only needed to be rubbed down to reveal the golden teak colour. However, a number of the panels have split more or less vertically along the grain of the wood and needed repair. TW members spent a lot of time rubbing them down. A brass fitting that

holds a strap for the window drop light on one of the doors in the guards compartment was removed, on the reverse side of the fitting, stamped into the metal was the date 16/06/08, various serial numbers and in small letters, the abbreviation LNWR. (The North London Railway was formally worked by the London & North Western Railway from 1909, although they had been closely associated with it for many years). Further clues to the van's identity; the number "70" was found stamped on to a door hinge and also on the interior structure of one of the doors.

The side that had been hidden by plywood proved more difficult to prepare for exhibition. There were some missing teak panels, the doors on this side were in very poor condition with missing drop lights, louvres and interior boarding. A number of the teak panels had suffered greater deterioration and some were missing. Some panels had been painted with tar, which was very difficult to remove because it had soaked into the grain of the timber. The key to the removal of the tar was the application of hand cleanser! This softened it, and made it possible to be removed by using scrapers and wire wool.

During the next few weeks it was becoming evident that there was far more work than had been anticipated for Kevin to do, in order to conserve the Luggage Van. As the teak panels were removed, the number of problems that needed to be solved increased. Missing mouldings and replacement panelling needed to be sourced and refitted. It was evident that Kevin had a great deal of knowledge about the evolution and construction of wooden-bodied coaching stock, so TW stepped back from the project.

The new plywood sheeting for the roof has now been fitted. Kevin has rebuilt, re hung and re glazed both of the Guards' doors on the formerly hidden side. Working with what was basically a door frame which had been screwed to the structure, he has rebuilt it completely so that it functions as it was designed to do.

By early December other EARM members had pre-painted the roof, and then the canvas roofing material was added. Rob Varletta was brought in to varnish the teak panels. As many as 4 or 5 coats will be needed, with rubbing down required between applications. Each one will help to bring out the warm tones of the teak and will help to protect the coach once it has been placed on display outside.

The present position is that Kevin has now repaired all of the split teak panels, and refitted the end one in which the gas locker is situated. All the doors have now received attention; the oval shaped teak panels that were originally fitted to the lower halves of the doors have now been repaired or replaced where necessary.

Finally, when resources permit, there is a wish to fabricate lamps that could be fitted at the rear of the coach, as shown in old photographs of the coaches when they were in service.

The Restored fourth side of the North London Brake Van - David Reeve



Farewell to the South West Essex Branch -

AKA the Havering Transport Circle

Demise of the Branches by Jeff Kilpatrick

The South-West Essex Branch, latterly the Havering Transport Circle, has held its last meeting. John Rayment had been acting as both Chairman and Secretary in recent times, having filled the Secretary role for over 20 years, but now has other commitments which take him out of the country during the summer. This means he cannot always be at meetings and finds it difficult to give the time to arranging speakers. At the 41st AGM of the Branch in November no one came forward to take on either role, despite John having given 12 months' notice of his intentions.

The slightly-edited text of Ian Reed's response to John's letter advising the Trustees of this sad event is set out below, and reflects the views of many at Chappel:

"John, thank you for letting us know. Sorry to hear the outcome and I can appreciate it is disappointing to you personally not being able to hand on to a successor and see the group continue to provide interest and social opportunities for those members who have been involved. It is the case that the former branch structure of the SVRPS is now effectively defunct. I remember the days when Branch Representatives were almost competing at the AGM to present the largest amount of donation to funds. The change to EARM really saw a sea change in the support structure and perhaps we did not nurture the branches

as well as we could have done. But that is now history.

In part the aging profile of supporters and reluctance of younger people to volunteer, as well as increasingly less interest in past forms of travel, may reflect on our inability to enthuse a new generation with the passion we all felt post-Beeching to preserve something we felt should not have been swept away so casually. Can I as a member with now over 40 years' membership to my name congratulate all, particularly yourself, who organised and brought to life the SW Essex branch over the past decades. Thank you all for the support to the SVRPS and then EARM. At least the legacy carries on at Chappel and we can all be proud of what has been achieved in that time."

Colchester Branch continues in the guise of The Colchester Railway Group. It is independent but is supportive of the EARM. Those members who once gathered regularly at locations well away from North-East Essex will regret the loss of another way of staying in touch.

You are reminded however the former North London Branch still exists in the shape of the Enfield Transport Circle. This still has a core of EARM members and you are urged to support their meetings.

SOUTH WEST ESSEX

Geoff Hutton provides the last ever Branch Lines from the South West Essex Branch

Hornchurch's traffic woes did not deter a score of our members from grappling with the local gyratory system to get to Upminster for the July meeting. It was well worth the effort, as Russell Savory came to tell us all about Stow Maries Aerodrome.

Where? – you might ask... Nearly 100 years ago, Stow Maries was a key part of London's defences during WW1, protecting the capital from marauding Zeppelins, which caused a lot of emotional rather than physical damage, and thus were a huge threat to morale. Some 400 men and women were employed at the site by 1917 – and then after the war ended, it sunk back into the Essex landscape a few miles south of Maldon.

Russell and his team are rebuilding the facility, using many of the original structures so that we can all appreciate what the RFC and the RAF did for us all those years ago. He is also interested in anything about the airfield's use of the adjacent railway line through Cold Norton, which was very close to the aerodrome. If anyone has any information on that particular aspect, please contact Russell via: <http://www.stowmaries.com/>

Our guest speaker arrived on time in August, despite the machinations of the Emerson Park Roadworks Junta, and we are very pleased that he did. John Manning's father was a guard on the Kelvedon and Tollesbury Light Railway in its twilight years, when John was a small boy. But John was old enough to travel on the last train in 1951, and the family connection and experience gave him the insight to deliver a first-class talk about the railway. His illustrations examined the route, rolling stock and facilities in fine detail, all

enlivened by John's intimate and anecdotal knowledge of the subject. Kelvedon Low Level station is definitely a modeller's paradise, although with only three trains a day it was not the most exciting of locations. Perhaps the saddest sight of all was Tollesbury Pier station, which even in its heyday...no, hang on, it never had a heyday.

Just a lot of mudflats and a buffer stop. . As with our July talk, this was a subject of local interest, and all the better for being that. The talk is thoroughly recommended to all lovers of Essex railways.

September's meeting was loosely described as a Members' Film Evening, and once all the wires had been connected to the hi-tech equipment we were treated to a feast of entertainment, largely cobbled together by Dave Gibson. Arguably the highlight was a presentation covering his visit to the Swanage Railway Gala in April of this year, accompanied by various other South West Essex Branch luminaries as well as a lot of rain. Other entertainments on offer included a look at York station, and some interesting snippets from the Cromford & High Peak line and the Atlantic Coast Express. Lovely stuff. Our thanks are due to Dave for bringing it all together.

Just prior to the October meeting, a group from the Branch spent a happy day lurching around Essex on an RT bus (in green) and the Epping to Ongar Railway – all good fun, and thanks are due to those who organised a very successful local jaunt. For the Upminster meeting on the 28th, we were pleased to welcome Phil Wood to show us "Railways Over the Years". In truth, it was more like "Scottish Railways Over the Years", as Phil presented a

fabulous collection of steam and diesel pictures from north of the border, ranging all the way from Dumfries in the south to the Kyle and Thurso in the north. Barely an extant class was missed, most of the shots having been taken in the early 1960s when there was still a huge variety of traffic, routes and motive power. A great way to slide gently into winter.

The Branch AGM was held in November, and it is sad to relate that this will be the last one. South West Essex Branch has been in existence for over 40 years, but with nobody willing to take over the reins as Secretary and Chairman when John Rayment stands down, it is time for the final curtain. John advised the meeting accordingly, so the December 2014 meeting will be the final one in a long and glorious history of supporting the East Anglian Railway Museum. John expressed his thanks to all those who served on the Committee over four decades, and thanked the members for their support. He was too modest to acknowledge his own huge contribution...After that news, the audience needed cheering up, and this task fell to Messrs. Turbutt and Hutton. The "Alan Golding Collection" was a selection of slides taken by AG as a teenager back in the 1960s, and his output had been left in the UK whilst he has worked in Africa for the last thirty-odd years. Keith T managed to digitally enhance some of the 600 pictures and entertained us with a trip around the UK, focusing particularly on East Anglia but also covering Scotland and a number of rail tours around England. Geoff H managed to chip in with some additional commentary as he had often accompanied Alan on his travels, and has known him for a frightening nearly 60 years! Thanks are due to the two presenters and to Alan for making his portfolio available to us.

End of Days. At the December meeting in the New Windmill Hall in Upminster John Rayment formally advised the 25+ attendees

that this would be the final meeting of the East Anglian Railway Museum's South West Essex Branch (aka The Hornchurch Transport Circle). He had advised the Society and read out a supportive and appreciative letter that had been received from Ian Reed.

But we went out in style. The Man Himself, JR, presented a talk entitled "San Francisco Historic Street Cars", which covered pretty much what it said on the tin. A combination of his own and other enthusiast's pictures, along with material from the Market Street Railway's (sic) Museum, showed the very varied rolling stock on the streets of San Francisco, focusing largely on the F Service from Castro down to Fisherman's Wharf – which a surprising number of our audience were actually familiar with. It is gratifying to learn that the service will (funding permitting) be extended both westward from the Wharf and southward from the Pier Head, which will benefit both tourists and the local residents. We also had a glimpse of the cable cars, not just an attraction for visitors but an integral part of the city transport system.

As ever, John gave us an erudite and entertaining talk, and we are grateful for all that he has done for the Branch and the wider Society over the years. Dave Gibson wound up the occasion by reminding the members of all that had been done in supporting the Museum – some 500 meetings, numerous coach trips, rail tours, working parties at Chappel, the Romford Railway Exhibition, and, as a consequence, a lot of money passed on to Chappel.

Happy Days. 1973-2014 R.I.P.

We wish all members of the Former South West Essex Branch the best for the future, and thank them for their support over the years and hope to see them at Chappel in the future. With this we now officially retire the "Branch Lines" segment from Stour Valley Steam.



▲ A picture showing those present who had served on the Committee at some time during the last four decades. They are, from left to right: Dave Dwyer, John Rayment, Peter O'Neill, Brian Snelling, Geoff Hutton, Bill Santer, Dave Gibson, Colin Gilderson. Alan Barker was also present, but too modest to step forward, whilst Alan Simpson was behind the camera!

Time Warp

By Mike Stanbury

The following passage was extracted from the Great Eastern Railway Society Journal No.38, and is reproduced with the Editor's permission. It was originally submitted in 1983 by GERS member A J Summers, and when I read it I was immediately reminded of our first steaming at Chappel in 1971, with Hunslet 0-6-OST Gunby and Great Eastern full brake No.553 in which our first visitors were carried. The last paragraph says it all!

Railway Travel 1863

Walter White whilst on his perambulations through East Anglia, takes a train from Stamford to Norwich and thence to Bury St. Edmunds. He has to change trains at Haughley and, in his book, describes it thus:-

"At Haughley junction we 'change' to the Bury line, and to the shabbiest of all the shabby carriages invented by Shoreditch for the transport of East Anglian passengers.

"Are you all seconds?" inquired a porter complacently, while waiting to slam the door. "Judging from the carriage", I answered, "we are not even thirds", whereat he and the others laughed as if the joke had been a good one. So far as my experience goes, railway passengers find less consideration in these Eastern Counties than even in Staffordshire. But what can be expected in a district where speed, convenience and punctuality are not regarded as important?

Arriving one Sunday evening at Chappel on the Colne Valley line, I found the only carriage for eleven passengers was a luggage van with two chairs in it."

Reference: Walter White "Eastern England from the Thames to the Humber" Vol. 2 page 99 - published London 1865.

Chappel Miniature Railway -

There are no new projects underway since those outlined in SVS157. Progress on the existing projects however, continues, albeit slowly but surely.

By Malcolm Margerison

Track has been laid alongside the shed/workshop buildings for a new "lean-to" carriage shed, for which materials are being accumulated. The construction of some more sets of points has been approved, one of which will be to provide access to the lean-to shed, and another to create a loop-cum-siding between the signal box and the loco yard; hopefully Tim Rice will be able to start work on these in the not-too-distant future.

A small start has also been made on the projected South Extension. Our esteemed P.W. Manager, Tallon Avery, ably assisted by Harry Brooks and others, have laid the track from the south ends of the Lake View platforms to a new set of points and created a run-round loop. And indeed, this enabled us on the last of the Christmas DOWT events to actually run Frederick around the train at both ends, so that the train was hauled in both directions, instead of pulling one way and pushing the other, a practise which we fully intend to dispense with entirely as soon as we can adapt all our locomotives as needed. This, of course, will then mean that the Miniature Railway will be the only section of the Museum running trains correctly!

Materials have now been purchased, very kindly funded by senior member Mr. Ron Quantock of Hornchurch, to facilitate the construction of the Signal Box control panel. Work has begun to assemble this, and it is hoped to have it fitted and working by the Easter DOWT event. Initially, it will control all the existing signals and electric points at Orchard Lane and the Loco yard, with further controls added as the signal system grows. I also have plans to experiment with some sort of track circuiting (albeit probably in the dim and distant future) which will also utilise the control panel.

Michael is also making progress on the rebuild of Romulus; it is hoped to have the boiler tested sometime in the New Year.

Now that the Christmas DOWT events have finished, we have closed the Miniature Railway until Easter in order to continue these projects, and (hopefully!) complete some of them, at least. On behalf of Kevin Plumb and myself, I would like to take this opportunity to thank all those members who have kindly contributed assistance in any way, however small, to the Miniature Railway during 2014.

EARM Express News Extra

NEWSLETTER BY EMAIL

Distribution of the Newsletter, which provides latest news and happenings to Members has now been extended to all for whom the Museum has e-mail addresses, if you are currently not receiving this and would like to, please email Rob Boyce via newsletter@earm.co.uk.



▲ More Shops & Phone Box in the Museum's Vintage Street Scene - David Rose

Graham Farrell works on a new ground position light signal - Museum Facebook. ▲



▼ Allan Robinson prepares No.11 for its Hydraulic boiler test - Museum Facebook

Room with a View, cleared & ready for repairs - the Lamp Room - Darren Johnson. ▼





▲ Greater Anglia unit 156407 at Braintree on 28th December 2014 during an Overhead Line Isolation. The first time such units have worked to Braintree - Mark House.

▼ The North London Railway Brake Van awaiting its movement to Platform 5/6 on 18th January 2015 - Mike Stanbury



▲ Platform 5&6 taking shape, along with the Gresley coach, Chappel East (was South, North) and LTS&R Coach - Darren Johnson

▼ 20 ton Benzene tank wagon ex Petrochemicals Ltd being unloaded at Chappel on 8th August 2014. Donated by TfL to make space for their upgrade work - Museum Facebook





▲ DRS's Class 57 No. 57012 heads the Shenfield-Clacton leg of 3560 Railhead Treatment Train (RHTT) approaching Wivenhoe Woods on Monday November 24th 2014, while 57009 brings up the rear - G.D.King

▼ David Reeve & Phil Ainsley assess the "Chappel Clutter" removed from the roofless Platform 1 Lamp Room on 10th December 2014 - Darren Johnson



▲ EARM Member, Rob Varletta having been presented the award for best Student Apprentice, West Suffolk College 16th July 2014 - Mike Stanbury



The View from the Frontline -

A change from the previous View from the Top quite simply because over the last few months I have been struggling to take a view from the top!

By Ian Reed

As well as my voluntary General Manager responsibilities for the efficient running of the Museum, maximising secondary income sources, co-ordinating volunteer work and supervising our paid staff I have had to pick up the Marketing and Event Planning role. This was left vacant at short notice by the two unsuccessful paid appointments during last year. The Trustees were made aware during last year that these duties were not ones I enjoyed and that I was finding myself falling behind on a range of other tasks because of the constant marketing and advertising demands.

A recent appeal to active volunteers and those previously involved in marketing and event planning activities yielded a poor response. The majority of replies indicated they did not wish to get involved: some never responded at all and the few that did respond positively were insufficient in number to be able to take the work forward. Therefore it is clear it has to be a paid position as quite simply if no one does the job then we do not have events, we do not promote ourselves and we see our income dwindle as visitors fail to visit our Museum..

After interviewing some potential candidates we have identified a possible appointment but they will not be able to start until mid-May. Meanwhile, we have a programme of events that needs planning now and delivering over the next few months, and there is marketing and general promotion of the Museum as a tourism destination to be done. So are you prepared to get involved and help over the next few months or are you content that the Museum will not be able to deliver events in the first half of this year?

If you are willing to join with a group of like-minded members to make events happen please either email me via ian.reed@earm.co.uk or contact me on site Wednesdays or Saturdays. I am proposing to hold a Saturday morning meeting in February to try and get things moving and unless at least ten members are forthcoming I cannot see how this can succeed. Over to you.

Celebrating Success

On to happier matters. Over the past few months we have managed to complete all the documentation needed to prove to the Heritage Lottery Fund that we had met the outcomes promised in our grant application. This was duly acknowledged by them and resulted in the release of the final 10% of the grant funding, which meant all the materials have been paid for and outstanding contractor bills settled. Whilst it is true we have some volunteer works to complete on Platform 5/6 and the Clacton Yard Crane, over 99% of what we set out to do has been delivered and with very good feedback from our visitors.

For me, it was very satisfying to see the Gresley Third Tourist Open finally arrive in Platform 6, even if it was 9pm one dark evening when we helped the transport firm get the coach onto the platform trackwork for the very first time. It has now been fitted out with a new exhibition by Jaki and her team, power reinstalled and new access steps provided, ready to open to the public in the next few weeks when the necessary fire escape requirements have been completed.



*"View from the Crane"
Ian Reed undertakes
some work from the
road crane to lift the
North London Railway
Brake Van from the
lorry (see photo Page
24) to the Platform
5/6 area - Derek Fox.*

The restored North London Railway Birdcage brake coach has landed in Platform 5, to join the other artefacts, although some adjustments will be made when the JCB forklift is repaired. All that is needed now to complete the display is the W D Box Van once its timber repairs are completed and the fitting of the ground frame and crossing 'mangle' with signals for Chappel East box. If you fancy helping with any of these projects please turn up any Wednesday or Saturday and join in the work.

Now the persistent flooding from rainwater running off the adjacent road into the new Storage Shed has been addressed we will start on painting the floor and fitting the first run of racking. Plans for the dividing walls to create the Archive Stores have been drawn up and submitted for Building Regulation approval, and

*With Painted floors and
racking in place, work
progresses on the new
Storage Shed - Museum
Facebook.*



quotations have been sought for their subsequent construction. A similar situation exists with the electrical fit-out of the Shed now that it is clear we do not have sufficient in-house competence and/or time to tackle this job ourselves.

Fundraising for the fit-out work has been the focus of the last four months and a new Spooky Day Out With Thomas event was slotted in during October half term. Whilst not as successful as our more familiar DOWT events at Easter, August Bank Holiday and Festive Sundays in December, it proved worth doing and has been included in our 2015 programme. The Festive DOWT saw the

first Sunday (actually the end of November) slightly drop but the other Sundays made a very welcome contribution. The 28th Chapel Beer Festival in September was the most successful ever financially and makes it the single most financially important event in our calendar.

The Future

If we can get Marketing and Events sorted, with your active involvement, during the next few months, then we can look forward to having a new leader for this essential activity. Building on our "Living History" events, whilst developing our DOWT and Beer Festival ones, would help us to face the future with confidence. A revised Long Term Plan will be revealed at the AGM in March and again your attendance here would give heart to all those who are involved with restoring carriages, locomotives, wagons, and creating new features on site like the excellent Viaduct Public House. Please do come along and show your support, help shape the Long Term Plan, and if possible stay after the AGM meeting to discuss events and activities for 2016 and beyond.

A Final Appeal

As you know we had to borrow £100,000 to fund the essential purchase of the fields to the west of the station in 2013. The previous owner, from whom we had rented the lower

*Platforms 5/6 as
the North London
Brake Van is lifted
into place - Derek
Fox.*

field for 40 years, would not grant a longer lease and would only sell both fields together. Without a car park we could not function and would have seen the beginning of the end for the Museum so we went to the bank using the fields as security. But even repaying over 15 years means we have to find nearly £900 a month of which £250 is interest charges. We are very grateful that a number of members have signed up to make regular monthly payments of between £5 and £25 to help with this commitment. Unfortunately the combined payments do not yet cover the interest charges let alone the capital, so monies have to come out of our daily takings to meet the payments.

We really need your support to help on this front and a regular giving form is included in this magazine posting. Please fill this in and return to Visitor Reception in order to help us put money towards improving the Museum; even £5 a month makes a difference. Thank you and I look forward to seeing you at the AGM on the 14th March when you can see for yourselves how the efforts of the last year have borne fruit.



Rail Freight - Passing out of Living History

By Phil Ainsley

Much has been said in 2014 of the passing of the World War One generation, and it is sobering to note also how much of the old ways of railway working are fading from living experience. During the Museum's Sixties event last year, the Beeching cuts of fifty years ago were recalled, but there was further contraction and considerable change still to come.

What is less known, or appreciated, is how the conveyance of wagon-load freight and parcels traffic by rail has ceased completely. We know Chappel & Wakes Colne Station was closed to Goods and Parcels traffic on 13th September 1964 – over fifty years ago. After that date, a Collection and Delivery service was run by British Road Services from concentrated railway depots, which by 1969 had morphed into the National Freight Corporation. This business then contracted in size, eventually to be taken over by road parcel delivery companies.

A recent acquisition by the Museum has been a rare Freight Train Working Timetable dated September 1952. It did make me think; I had known that pick-up freight trains existed –

but had no idea as to when, and between what yards they ran.

It is unlikely we can find a former railway employee with this knowledge – so as the Museum is dedicated to recalling past times, and recreating "Living History" when possible – we should recall our own historical facts. Freight was still a significant traffic and revenue producer for the railway at this date – before the more widespread adoption of motor traffic, and certainly well before the advent of today's next-day deliveries. Within the timetable were reminders of newspaper traffic. The main line would feature Travelling Post Offices, and on other rural lines milk trains ran. Detail was complete down to timings to stop to take on water for the steam locomotives.

Below is an extract showing Freight trains calling at Chappel and Wakes Colne.

From Monday to Friday Goods trains ran as follows, with timings shown in today's conventional 24 hour format, although when published these were stated as AM and PM.

Dep.	Origin.	Arr.	Dep.	Comments
04.55	Marks Tey	05.10	05.15	to Haverhill via Sudbury
04.40	Colchester	05.45	05.47	via CVR with newspapers ex 03.20 from London
07.00	Colchester	08.05	08.31	to Bury St Edmunds arrive 12.45
13.20	Colchester	14.03	pass	to Bury St Edmunds arrive 15.48
10.30	Whitemoor Yard	14.26	14.32	to Colchester arrive 15.00
15.45	Haverhill via CVR	19.22	20.25	to Colchester arrive 21.35
15.58	Bury St Edmunds	19.50		** Terminates Here **
	Starts Here		19.55	Light Engine to Colchester arrive 20.25
20.50	Marks Tey	21.00	pass	To Bury St Edmunds arrive 22.08

A Saturday's Only timetable altered some timings by an hour, and included an additional stop on the afternoon Down goods to Bury

An early start and long hours were required. True, today some of our passenger trains run at unsocial hours – but consider how difficult it would be to motivate yourself as crew on a freight train. No passengers to convey, just a long rake of ageing, jostling wagons, plus dealing with the steam locomotive on dark, cold and frosty mornings and evenings.



Ex- GER "J17" 0-6-0 No.65534 shunting at Sudbury, probably marshalling a typical pick-up train as described in the article. - Undated photo by Dr Ian C Allen, courtesy of The Transport Treasury

A Railwayman's lot was a tough one at times. As such work has now passed into history, there is a danger of looking at some of these practices of the "Good Old Days of Railways" through rose-tinted spectacles. Just like the World War One generation – the railway workers of those difficult times deserve to be remembered.

The Truffador Railway - by Phil Hubert

It is September 2014 and we are about to embark on a holiday to celebrate an infamous three-score-and-ten birthday; I am not saying whose it is, but I have had mine! We are travelling to Paris on the Eurostar for the first time, and then on for a further four and a half hours due south to a place called Souillac, in south-western France. Arrival here is quite spectacular as the viaduct approaching the station is not unlike the one at Chappel, but higher and longer. Those who are familiar with Google Earth can take a look at it. One of our trips out is to "Le Truffadou" to take a ride on this recently preserved railway. We travel to a place called Martel, which is the home of this unique railway, whose official name is "Chemin de Fer Touriste du Haute Quercy". It is carved into the cliffs of Mirandol, which tower above the River Dordogne. This line, which used to run from Bordeaux to Aurillac, took from 1880 to 1884 to build and came into use in 1889. The rails were lifted in 1917 to provide steel for use during

the First World War. In 1919 the US government replaced the rails with American flat bottomed track which is still in use today. The line was formerly used to transport all sorts of goods in direct competition with boat traffic, including the transport of truffles for which Martel was outstandingly famous throughout France; hence its nickname "Le Truffador". When France was occupied by the Germans during the 1939 - 45 war, the French Resistance blew up the viaduct between Brive and Souillac.

The line was closed in 1980 but enthusiasts got together in 1991 and raised sufficient funds to re-open it in 1997. The part we are about to ride on is between Martel and St Denis and has a gradient of 1 in 50 for most of the way – a bit like the section into Goathland on the North Yorkshire Moors Railway. This makes for a lot of smoke on the return journey! We arrive at the station with many other holidaymakers but are sure of a seat as the

travel company has reserved a coach for us. (This is a bit of an overstatement as it is more akin to an open truck with a roof on). The loco that is going to provide our motive power is USA Locomotive No. 030TU 46 and as it approaches the platform, I hear a familiar sound. For a moment, I think I am back at Chappel as pumping away is the steam driven air pump, not unlike the N7's.

We depart the station going downhill, with an annoyingly loud French commentary, and pass through several tunnels, the longest of which is 400 metres in



length. As we exit each one, we are presented with a spectacular view on the cliff side of the track. I have never seen so many people jostling to take that special photo! The coaches/trucks are provided with a small light but they might just as well not have bothered since my eyes would not adjust to the dark. There were two truly amazing things about the trip. Firstly, when it was time to come back, the engine was working hard and people were just beginning to realise the implications of this fact. Quite a few have tissues and handkerchief held over noses, heads under jumper or coat, or as in my case, taking a big breath and trying to hold out. As a trumpet player, I have quite a large lung capacity but sadly not enough for the longest tunnels! As an experiment I hold my camera above my head with the flash on and take a photo to see what comes out, but the result is just a white mist with a faint shape in spite of the fact that the people were seated right in front of me.

The second thing was that on the way back the train makes two photographic stops. To

be walking along the track with most of the other passengers, and taking photos of our train, seems almost bizarre. The castellated entrance to the Mirandol tunnel, one of five, (see photo) with its turret and spiral staircase, was erected by the contractors to celebrate the line's safe construction and is now a

listed building. We make another stop near the seven-arch Courtils Viaduct and again are invited to alight from the train. There is a small wooden trackside building here where drinks and souvenirs can be purchased. One and a half hours later we arrive back at Martel to a

throng of people jostling to buy postcards of those remarkable views just in case the home grown versions don't produce the expected results. It is then that I notice that quite a few people look as if they have just done a Footplate Experience Course, and this is causing quite a lot of merriment. For once, I don't exhibit this, my hands and other items were kept away from my face during the tunnels.

In recent years, extra sidings have been added to accommodate more stock, a workshop was built in 2006, and a new station house was opened in 2010. It is planned to build a turntable and run-round loop at the St Denis end of the line. Today, the Society has 130 members and 5 paid staff, and passenger numbers go up each year: 48,000 in 2008, 58,000 in 2009, 64,000 in 2010, and 72,000 in 2011. I guess it will continue to grow for a few years yet as it comes onto the radar, so to speak, of individual travellers and those like us who like to go with Rail Discoveries and other travel companies.

WDs: Unsung Heroes of Freight

By John D Mann

Re-acquainting myself with the Worth Valley Railway (after a mere 45 years), it was a pleasant surprise being hauled by their superbly restored unique WD 'Austerity' 2-8-0 No. 90733. For me, recollections of these ungainly yet entirely capable monsters goes back to 1950s spotting days on my Grandad's chicken shed near the line at Thorpe-le-Soken, with the felted roof getting very hot in summer for this short-trousered railfan.

The distinctive 'clank-clank' heralded the arrival of a WD, often very dirty hauling a long train of "wagons various" bound for Clacton. The 'Austerity' 2-8-0s were built in large numbers during 1943 for War service, a staggering 935 locos, 733 being sold to BR in 1948 by the Ministry of Supply.

Colchester (30E) still had ten class members in early 1958, these regularly being seen on

the long Whitmoor (March) freights using the Stour Valley line to Long Melford, thence to Lavenham and Bury St Edmunds. They presented quite a sight. Possibly one of the last WD workings locally was that observed by Thorpe Trainee Signaller Ken Austin on 13th February 1960, when 90246 presented a bizarre sight hauling new electric units numbers 220 and 268 for commissioning at Clacton.



WD No. 90156 ambles past the shed at Colchester on 1st November 1958, a year before it closed to steam - photo by the late Roy Yeomans, J D Mann collection.

Haworth Yard, Keighley & Worth Valley Railway, 26th July 2014. The sole surviving WD No. 90733 resplendent in ex-works BR unlined black livery (J D Mann)



Team Wednesday Update - Since last time it has been encouraging to have increased our workforce with several new members who are hopefully enjoying themselves on our numerous projects.

By David Rose

Earlier in the summer three such projects needed to be completed as part of the commitment that had attracted funding from the Heritage Lottery Fund. The first of these was the Coal Office. The starting point of this scheme was a sketch by Nick Ridgway. We then built the Office along with two display units showing information about coal types.



Secondly, TW dismantled the former South Signal Box. This was subsequently moved to be an integral part of the Platform 5/6 display, and now becomes the "East Box". (Editor's Note - Please see article "The Fotherby Box" elsewhere in this issue for the full story of this humble signal box.)

Thirdly the "Passimeter", which was once in use at Ilford Station. After initial preparation in the Restoration Shed, Team Wednesday finished off the basic restoration of this structure when it was moved to Platform 5/6. The team also reinstated the original turnstile gates and fencing as part of the process. There is still a little ongoing work on the inside but the Passimeter is now coming close to being a complete Ticket Office.



With the success and popularity of our Street Scene, it was decided to complete the set with Shops 4 and 5, a Telephone Box and a Pub. These projects have been very labour intensive but have provided lots of public interest on our "Living History" days and hopefully the pub can generate similar interest and some income when it is completed. We are very pleased to report that overall, the five shops, miniature railway signal box and the pub have basically cost the Museum nothing as sponsors have been sourced to fund the whole scene.

Meantime, while many members have been involved with the above, other projects have progressed. We did the initial work on the North London coach as it needed to be stripped down to determine the depth of work to bring it back to standard. (Editor's Note - For more about this please look at the article by TW member Tony Foster elsewhere in this issue)

As ever there are plenty of house-keeping jobs to be done. We are never short of carriage work which includes a copious amount of varnishing and painting and there is still some outstanding work needed for the re-

furbishment of the BS and SK coaches. At present, the 5-plank wagon (used as one of the "Troublesome Trucks" on Thomas events) is undergoing some work in the Restoration Shed. In addition to keeping our running fleet going, much tidying up of our signage (especially the "Running-In" signs and Fingerboards) has been done, together with repainting of fire buckets etc.

Lastly, we are about to embark on the refurbishment of the Crossing Gates. From the original TW drawings an outside supplier gave a favourable quote using "accoya", a long lasting hard wood. It was agreed that, although costly this was the best way forward as they would have a longer life. The gates have now arrived and work will start soon to fit the hardware and install them.



The Viaduct - the name of our new pub, sponsored by Colchester Brewery



With these and many other projects on our list there will be no shortage of work in the near future plus there are always the "urgencies" cropping up to deal with.

If any members fancy a day out with the "retired idiots" please come along and join us. It is fun and there is always plenty to do.

Colchester Railway Group Update - by Dave Cornell

Meets at Friends Meeting House, 6 Church Street, off Head Street, Colchester, CO6 1NP.
Contact David Reeve - 01206 793923

The penultimate meeting of 2014 on 3rd October began with the Annual General Meeting. The committee presented its annual reports and the meeting voted in the committee for 2014/15. There was no change to its composition, with the "usual suspects" confirmed in their posts. Dave Cornell is Chairman, Roy Anderson (Treasurer), David Reeve (Secretary) and Chris Johnson and Phil Ainsley as Committee Members. The full details are on the home page of the web site.

After refreshment break the first presentation was of the "Great Gathering" in February 2014 of the six A4 Pacifics at Shildon in County Durham, with two having come over from the USA. The gathering brought together the only survivors of 35-strong class of locomotives, i.e. Mallard, Dominion of Canada, Dwight D Eisenhower, Union of South Africa, Sir Nigel Gresley and Bittern. A variety of shots were shown of the individual engines and also in various groupings, including one spectacular

shot of all six. The second presentation took the meeting back to Railfest 2012 held at the National Railway Museum at York. The images were all provided by kind permission of Roy Lambert who is chairman of the Durham Mining Museum. A wide range of shots included railway equipment, ephemera, miniature gauge, diesel traction and steam locomotives. Some examples of the many photographs include 31601, 55002, GWR 3717 City of Truro, LMS 45596 Bahamas, N2 1744, GWR 5043 Earl of Mount Edgcumbe and A1 60163 Tornado, as well as lots of scenes from inside the museum. It had been another enjoyable evening. As Mr Lambert was able to visit the Exhibition before the public opening we were privileged to see these images without thousands of people walking about.

The last meeting of 2014 on 5th December welcomed Tim Abbott as the speaker on the topic of "The Welshpool and Llanfair Light Railway" (WLLR). The evening was divided into two sections: first describing the WLLR itself and the second relating to his time as volunteer. These two parts were either side of the break which was bolstered by seasonal snacks, all of which were consumed. Thank you to Jean Richards and Rob Murton for serving these up.

Tim began with the history of this 2'6" gauge line from the construction in 1901/1902 of the eight-mile link from Llanfair Caereinion to the markets at Welshpool. Some early shots were shown of the Beyer Peacock loco Countess, both as it was in 1902 and as it is today. Opening-day shots were shown from 4th April 1903 and of this line which, at 1:29, has the steepest adhesive climb in the country. Shots shown at Llanfair were followed by an eight-minute early monochrome film showing the loco Earl in action along the line. Although passenger services ceased in 1931, freight and livestock traffic continued until closure on 3rd November 1956. On nationalisation in 1948 the line became part of the

Western Region, who agreed to lease the line to the WLLR in 1962 before its eventual outright purchase. The session continued with lots of both monochrome and colour photos of locos, stock and infrastructure. The original Welshpool town section that has since been removed also was shown, winding its way between houses.

After the break Tim described a typical running season in the preservation era and the current vintage and reproduction stock. In Great Western days The Earl and The Countess reappeared from the workshops extensively refurbished as respectively GW No.822 and GW No.823. Two other rescued locos have since joined the fleet, 0-6-2 Joan from Antigua and Hunslet No. 14/85 2-6-2 from Sierra Leone, along with several diesels. We now enjoyed a twelve minute film which included some impressive climbing of the 1:29 bank in both dry and wet conditions, the latter proving a challenge for the driver. The recording took us on a trip along the line and enabled the meeting, few of whom had been there, to appreciate why Tim is able to generate so much enthusiasm for his subject. It concluded appropriately enough with end-of-day scenes of clearing out the smoke box and a pit inspection.

This thoroughly absorbing meeting ran right up to the deadline for vacating the premises and the large attendance gave Tim a well-deserved round of applause.

Meetings continue during 2015 at the Friends Meeting House in Church Street, Colchester, from 7:30pm where admission is £3.00 including refreshments.

New members are always welcome. Further details and dates are available from David Reeve on 01206 793923 or e-mail: d_e_reeve@hotmail.com.

The Enfield Transport Circle Update - *by Roger Elkin*

Meets at 1st Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, EN2 6PJ
Contact Roger Elkin - 0208 363 0697

The Enfield Transport Circle has continued with a successful and varied programme of meetings through the autumn and into the winter months. In September 2014 Peter Watson came and gave us his usual digital pictorial presentation featuring various forms of transport, but of course mainly railways. Peter is an excellent photographer and his shows are always popular.

In October we welcomed Chris Taft from the British Postal Museum Archive who gave us a fascinating talk on the history of the Post Office Underground Railway in London. Sadly this railway is no longer in use, but there are plans to revive part of it as a tourist attraction in connection with a new postal museum in London. The Postal Museum Archive is currently based next to Debden Underground station in Essex where they have a wonderful store of old post boxes, stamp machines, Royal Mail delivery vehicles and of course some items from the underground railway. The collection is open on certain dates in the year for pre-booked guided tours.

In November Stephen Jupp, a volunteer fireman on the Welsh Highland Railway came and gave us an update on the major rebuilding of Harbour Station at Porthmadog to accommodate both Ffestiniog and Welsh Highland trains at the same time. The year finished with a traditional slide show by Dave Alison of his railway travels at home and abroad in 2014. Dave is another excellent photographer and his show finished the year on a high note.

2015 started with something completely different, with John Rayment telling us all about the Thames Sailing Barge Trust. We learnt a lot about the restoration and maintenance of these wonderful vessels, and even picked up some nautical terminology! February sees a return to the rails with Roger Elkin giving us a presentation on North Wales railways and tramways, past and present, covering both standard and narrow gauge lines. Our first year of independent operation will be rounded off with our AGM in March, and we have more interesting talks lined up for the coming year.

Find the Museum on various Interwebs!

Don't forget that you can find the Museum on the internet on various social networking sites, as well as our own website, www.earm.co.uk

Facebook: <http://www.facebook.com/EastAnglianRailwayMuseum>
Twitter: <http://twitter.com/EARMTweets/> (or via @EARMTweets)

Also there's an independent Flickr group, where people can add photos of the Museum, this also includes some photos from the early days, so well worth a look.

Flickr Group: <http://www.flickr.com/groups/earm/>

Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam 1975

We've mentioned about the North, South and East Signalbox in this edition of Stour Valley Steam, but here in 1975 we learn about the Chappel Main Box location.

Colne Valley Discrepancy

In the Original plans of 1855, the Colne Valley and Halstead Railway was to have started between the Chappel platform and the present signal box.

In fact, the 'Colne Valley Siding' ended at buffer stops to the North of the signal box, and it would appear that, typically of the confusion at the time, the Stour Valley signal box was built on Colne Valley land. We have now traced the early 25-inch-to-the-mile maps and find that, working back from the C.V. & H.R. mileposts, the Zero was at the middle of the platform at Chappel.

On such a large scale, there is no prospect of the Zero being at either the 'official' Zero, or the 'actual' Zero. It would be tempting to think that the measurements started from the present mile post on the platform, but of course the present distance is measured from Liverpool Street which did not exist when the Colne Valley Line was built. The large scale map in fact shows the Stour Valley mileposts in different places, presumably from Zero at Bishopsgate terminus.

Common practice is to measure the distance on branch lines from the point at which they leave the main line: the M. & G.N. measured from Wisbech Junction, not Peterborough North station: the Leeds Northern measured from Armley Junction, not Leeds Wellington station: this discrepancy at Chappel would appear to illustrate the rather Heath-Robinson atmosphere in the early days of the Colne Valley and Stour Valley Railways.

30 Years Ago - Stour Valley Steam Spring 1985

Some site improvements are discussed in Chappel News from two editions in 1985.

CHAPPEL NEWS

Restoration of the Old Goods Shed is virtually complete after sandblasting the brickwork. An improved public access via the loading bay doors is planned. Applications for hiring should be made to Jon Petty. *Editor's note - contact Karen Nelson, if you are reading this in 2015!*

The conversion of Platform 3 - the old cattle dock - into a G.E.R. wayside halt is progressing. Lamp standards have been obtained from Sudbury station and coping stones from Felixstowe. The back fence was made on site with wood from Witham Goods Shed, and the platform is to be re-surfaced.

Moving Chappel North signalbox nearer to Platform 3 is a possibility and a garden area is to be developed between the two. Views of the signalbox in operation and train photography will be improved as a result. Gardeners will be in great demand during 1985.

Not so visible improvements include replacement of the (rather leaky) mains water pipe along the station approach road with a new and larger one, and also our connection to the main sewer recently installed by the Local Authority through the village. Removal of our cess pit and infilling a ditch will provide a small but useful increase in car parking spaces. The MSC workers completed these projects earlier this year in very hostile weather conditions and all credit is due to them for their efforts.

Another skeleton in the N7 cupboard has revealed itself. Apart from the removal of several vital non-ferrous type fittings whilst the loco was in store, never to be seen again, the almost total lack of drawings and patterns is hindering their replacement and that of many other pieces. A certain amount of inspired guesswork has already been used in the rebuilding of this now unique engine, but there are limits. For instance, the leading axle has side thrust springs. A manufacturer, when approached for a quote on a re-make said, "If you provide details of the original size used, and the side thrust figures in ft.lbs we can work something out." As the Society has neither the drawings nor the technical appendix thereto, the nature of the problem overall can be seen quite clearly. The matter of the piping runs from the lubricator, working from a heap of twisted copper is more easily settled even without a drawing. You stand by the lubricator with a full drum of copper pipe and just join up everything until it runs out. Then you buy some more.

20 Years Ago - Stour Valley Steams 1994 & 1995

We're not going to blow our own trumpet (because we haven't got one), but it seems that back in 1995, it's something the Editor should have been doing.

BLOWING HIS OWN TRUMPET - Mike Stanbury

.....is something the Editor of our magazine is apparently unwilling to do, but the Trustees are proud to announce that 'Stour Valley Steam' gained third place in the ARPS magazine competition for organisations with under 500 members.

The 'Railway World Cup' for the competition in our class was won by 'Iron Horse', the magazine of the Lakeside and Haverthwaite Railway, second being '2Ft Topics' of the Midland Railway Centre Narrow Gauge Railway Group.

Considering there were 41 entries in our class, our success speaks for itself. Congratulations, therefore, to Rob Boyce and his team of Mark Cornell and Mick and Mike Miller, whose skill at typesetting and layout has gone a long way towards the success of a house magazine of which we are justifiably proud. Keep it going the Railway World Cup beckons!

SIGNAL AND TELEGRAPH - Mark Cornell

Preparatory work have been undertaken by Alan Barber and myself for the new signalling display that will be installed by Easter 1996. In brief this will utilise levers in the Chappel Box connected through pipes under the line to signals next to the Traffic Office. This means that visitors will not just pull the levers in Chappel Box, but will also be able to see what happens when they do so.

A video is planned on signalling which, when completed, will be played in Chappel Box given a greater insight into the intricacies of signalling. Plans are also being drawn up for the signalling for the Southern Extension.

10 Years Ago - Stour Valley Steam 2004

Mike Stanbury reports on the hiring of the Museum as a film set.

CHAPPEL A FILM SET AGAIN by Mike Stanbury

On Sunday 17th October, the Museum was once again used as a film set, this time for an amateur group known as the East Anglian Community Group, who are centred on Mistley and Manningtree. One of the leading lights of the group is John Worland, a retired colleague of mine who now runs his own video production firm, but assists the Group by doing the filming.

The Group have received a Local Heritage Initiative grant to make a film of a

the story of Margaret Moulton, a novice nun who despaired of the life of penury she was leading at the convent at East Bergholt, and on 15th February 1909 decided to escape. She fled, taking her few possessions, but was pursued by two lay sisters and convent gardener in a pony and trap, and she made her way to Manningtree Station, where there was something of an altercation as she was being saved from capture by the intervention of the railway station staff. The Station Master took pity on her, and paid for her fare on



the London train, which departed with her safely on board, and the sisters and gardener returned to the convent empty handed.

This young lady later married well, and to show her gratitude presented gold watches to the railway staff who had helped her, and everything ended happy ever after.

The Group decided to film this quite well known local story, and with modern accoutrements and traffic, Manningtree Station was out of the question as a film set, so John contacted me to see if the group could film at Chappel. There were to be platform scenes of Margaret's departure by train; the presentation of the watches; the tussle at the station entrance, and a scene of her inside the train.

After discussion with Peter Martin, all was possible, so on a rather cold and rainy Sunday afternoon, the cast and crew arrived, and filming commenced using Great Eastern Passenger Brake 553 in Platform 3, with AMW 144 as motive power, and a dead William Murdoch at the other end, the sound of steam to be added during the editing process. All went well, and with most of the daylight filming having been completed, the next stage was to wait for dusk, so in between the crew removed to Great Eastern First No.19 in the Restoration Shed, one

compartment of which had been specially cleaned and prepared by Team Wednesday, where shots of a relieved Margaret sinking into her seat was filmed. Back to Platform 3, where after the first run, Peter was changing gear when, yes, you've guessed, the diesel died. "Oh, dear" said Peter or words to that effect!) as he had no petrol for the donkey engine to restart the loco. Word went round, and luckily a member of the cast had some petrol in a can in his car, so very efficiently the Barclay's diesel was soon running once more.

Filming once again started, with various technical points being raised by me, such as the desirability of the guard, having blown his (my) whistle and waved his (my) flag, getting into the train before it went and not just standing on the platform! It was also thought advisable to have someone in the cab of William Murdoch as the train drew into the platform so out came my boiler suit being careful to hide the EARM badge! This may well have been obscured by the steam production machine, which produced a good atmospheric effect.

Finally, the cast and crew then crossed to outside the station entrance, where the scene of the tussle of the gardener and the station staff was re-enacted, in the meantime, Peter and I put the toys to bed. I was worried that the rain (just showers, luckily) might have put the mockers on the filming, but John and his director were pleased, as those were the conditions on the night it all happened many years ago. So the Museum has a new group of friends, who made a substantial donation to the Museum, for which we thank them, and a copy of the video will be made available when it is completed for retention in the Museum Archive, all made possible by the National Lottery!

On Guard! - Every train needs a guard and on the Museum line they carry out an added important function. So what is it really like to be in charge of a train?

By Keith Chadwick

Guards are really important members of staff and if you don't believe me, ask one! They are officially in charge of the train it is their job to ensure its safety, and that of its passengers. This seems a tall order when you consider that they are really in the hands of the locomotive crew when the train is underway, although for half the time at least on the Museum's line, the boot is firmly on the other foot but of that, more later.

The first job for the Guard (after signing on duty) is to collect a tail lamp for his train from the Traffic Office and fill in an Inspection Report Form. To be able to complete the form, the Guard needs to inspect every coach or wagon in his train looking out for damage and defects as he goes along. Luckily for those of us who find writing a trial (am I the only one?) most of the checks can be done by following a list on which each item can be ticked as it is checked off.

Only if an undisclosed defect is discovered is there any need to start thinking and put stylus to wax, sorry, pen to paper and try to remember how to smell, no I mean spell, I think! The

very first problem may be one of access to the train. If one is very lucky and your allotted train is standing alongside a platform this is merely a case of unlocking the door (oops, forgotten your carriage key?) and stepping aboard. More usually, for me at least, the train is to be found parked in some siding or even somewhere along the main line thus entailing a hike across the site loaded down with said tail lamp and personal equipment (you know, flags, whistle, Bardic lamp, personal survival kit etc. etc.). On arrival one then has to climb up and hang on like a monkey (careful now!) whilst trying to unlock and open a door after which you find yourself climbing down again to retrieve aforementioned personal equipment. This is then shoved into the doorway for you to fall over as you finally climb up and enter the train. Entry into freight brake vans is a little bit more civilised, it has to be admitted, but even then there is much upping and downing before one is finally installed.

All going well so far? Now would be a good time to get rid of those chocks and blocks before you suffer an embarrassing loss of memory then you can trip gaily along to the rear of the train and put that tail lamp where it should be, after which, in conjunction with the locomotive crew you can carry out that all important train brake test (details will be supplied during training). When this test has been successfully carried out, you can finally declare yourself ready for action—hooray!

Now we come back to that important extra duty performed by guards at the Museum; for half of every journey the train is going to be

propelled with the locomotive at the rear and while this is happening, the Guard is going to be the driver's eyes, watching out for signals, both fixed and hand and for any dangers such as trespassers, staff on the track and anything else that might endanger the safety of the train. In the event of the train needing to be stopped for any reason, the Guard can do so by operating the train brake valve that is provided for just that purpose. It helps if there is a good understanding between footplate crew and Guard; they don't have to love each other devotedly but there should be a healthy degree of trust between them especially regarding one certain point of operation. If the train is trundling along with the Guard leading and he spots something amiss such as a signal at danger, crossing gates still closed to the train or something on the track that shouldn't be there, it is a pretty safe bet that the Guard will be aware enough to apply the brakes and bring the train to a stand. Less well defined is the moment when approaching the buffer stops at the ends of the line that the Guard decides he needs to take action: too soon and he risks incurring the wrath of the driver, too late and the train has collided with the stops.

In reality, safety should always come before any thought of upsetting the footplate crew and it would be a grumpy sod indeed behind the regulator who berates his Guard for acting in good faith in bringing his train to a premature stand. As I stated earlier, a good understanding and a good relationship between the men at each end of the train has to be a Good Thing and although all of them can be kept busy even when the train is standing at the platform, it has to be worth the effort to occasionally get together to discuss how things are going and compare notes. It is also worth remembering that on days when radios are used for communications, the crews on steam locos for many reasons don't have them, therefore if the guard hears anything on the radio that might have some effect on the running of his train, he should take the

time to pass it on to his locomotive crew. They might otherwise remain unaware of the situation and perhaps prepare themselves and the loco for a journey that might well be delayed or postponed. Of course information might also be delivered to the crew from the Signal Box but just think of all those brownie points waiting to be reclaimed by the Guard who gets in first!

Actually seeing a train away from the platform and giving the right of way isn't as straight forward as might be supposed and full details of what to do and more importantly what not to do will be drummed into the potential guard during his or her training. The 'Big Daddy' of things NOT to do is to try and give the "right of way" without ensuring that the relevant starting signal is at clear. To do so would not only upset your footplate crew (especially if they didn't notice the signal either and actually start to move off) but would also incur the wrath of the Signaller who might just throw his toys out of the pram along with a very hefty piece of metal known as the train staff; on this occasion though it would more likely be aimed at your head rather than the hands of the loco crew! On the whole, Chapel signalmen tend to be right jolly, friendly chaps—usually, but they don't for some reason appear to like their signals to be ignored, it seems to make them go grumpy very quickly. Actually, perhaps they are not so jolly after all as another thing that irks them is a train passing their box with doors either flapping open or looking as if they are about to so, so the very smart guard who doesn't want to turn himself into a receptacle for that aforementioned piece of metal will ensure before giving the right of way that ALL doors are properly shut and latched and that no intending passengers are about to fling themselves desperately against the side of the soon to be departing train. Things that look funny in cartoons don't always seem to be so funny when they happen in real life!



Brendan Sothcott ready for his task as the Guard of a train at a Thomas Event - Jon Nutbeam



Ian Rushbrook hands the DMU guard (in the rear cab) his radio ready for operations on a Day out with Thomas

Once the train is underway and clear of the platform, then perhaps the Guard can relax for a few minutes? Well yes, perhaps he can but not for too long because even if he isn't on leaving the platform, he will soon be at the leading end of the train fulfilling that almost unique role of acting as the driver's eyes. Here he will be stationed resolutely at his post, one hand hovering near that brake standard, the other possibly clutching some audible warning device in case he spots someone encroaching too close to the tracks unless, of course, he is guard on the DMU where he will be sitting comfortably within easy reach of both of the above mentioned objects. Back at his starting point, the Guard will open doors to allow the poor visitors to escape and if he has any sense, he will have a quick look along his train to see if any of them have left anything behind such as bags, cameras, coats and the odd abandoned child or two. Yes, it did happen to me one day but just as I made my discovery, one parent returned to reclaim his offspring and even went as far as to assure me the oversight was accidental. I'm still not persuaded that had he not seen me go on board to check, the Museum wouldn't have ended up with a couple of real live exhibits that no doubt would have added great impact to our visitor experience package.

And so the day progresses each trip being a repeat of the one before in many ways although with members of the public at large, the sense of unpredictability should be enough to keep the guard on his toes and prevent him from becoming bored or blasé about the course of events. One thing is for sure, notwithstanding that a number of trips have been carried out uneventfully throughout the day, the moment one takes one's eyes off the ball or starts thinking about the joyful welcome one will

receive when finally returning home to the family after abandoning them in favour of a day at the Museum, that is when something untoward will happen. Seriously, like all safety critical roles around the place, that of the Guard needs to be carried out to the best of a person's ability all day, every day. The moment of lapse is the moment of disaster and once it has happened, there is nothing to be done but face up to the situation. In case you think I am here being over dramatic, check our records, speak to our Traffic Manager; the fact remains that incidents have occurred at the Museum due to a moment's lack of concentration on the part of a member of the operating staff. Luckily so far this has been without major consequences but it is surely incumbent of us to give of our best rather than rely on the fickle finger of fate as we attempt to avoid some of the altogether more serious problems that have recently afflicted other heritage railways, isn't it?

So now the day is at an end and we can go off happily skipping and jumping as we head for home with a job well done to our credit. Yes I suppose we can but only after we have disposed of rubbish left behind by our thoughtful visitors and swept through our train with a broom (you know, long handle bit attached

across bottom with lots of bristly bits sticking out) and climbed back up and down a few times to retrieve our equipment which then has to be trundled back across the site along with that tail lamp which you have just realised is still attached to the back of the train and needs to go back to the Traffic Office where you have to go anyway to sign off. Sounds exhausting doesn't it? Well it can be but it can also be thoroughly interesting, extremely rewarding and very, very enjoyable. Of all the jobs undertaken on a running day, that of Guard along with that of Crossing Keeper, brings you closest to the public, our public, our visitors and the people that are paying to keep the Museum and therefore our pastime in business. A good Guard is a good public relations person and despite the fact that they are often noisy, badly behaved, run around dangerously, shout, scream, sometime smell and generally bring children with them, our visitors are our life-line and we ever need more of them to come along and get under our feet so where we can we should talk to them, nurture their interest and encourage them to have a good time. If that means putting up with their sometimes wearying remarks and often repeated questions, then so be it.

In itself, the word 'Guard' doesn't convey the true depth of the job that is required of those so called and as on the railways of old, to be a qualified Guard at the Museum is to be someone who holds a position of respect. They have a full part to play in the successful running of trains and the creditable presentation of the Museum to the visiting public, who one way or another are not shy about letting the world know of their experiences and as much as anything, it is our duty as Guard to help ensure their visit to our Museum is a good one.

Class 170 Turbostar to Braintree

Hot on the tail of the Class 156 at Braintree (see photo on page 24), this Class 170 unit was the first ever Class 170 to visit Braintree on 28th December 2014.

An overhead line isolation led to the first two services of the day being worked by Class 156, and the last one at night worked by the Turbostar unit.

Mark House captured this moment, with Greater Anglia unit 170270 in One Railway (remember them?) livery at Witham station, waiting to work the 23.25 Witham to Braintree and return.



Last Call for Stour Valley Steam 158

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

Another *Stour Valley Steam* done, and ready for printing. As this is written we are at the start of a new year, yet the Museum faces the same challenges as the past. As you will have read in Ian Reed's View from the Top, the challenge of Marketing and Publicity for the Museum is still a fairly difficult one. We now have what appears to be a well-received series which come under the EARM Living History name.

Within that we have The Fighting Forties, Fabulous Fifties, Swinging Sixties and the popular Transport Extravaganza, and as 2014 showed, we are able to put on some good events which our visitors enjoyed. However, these events don't organise themselves and it is hoped that a group of volunteers can be formed to assist in the organising of such events. Volunteers won't be expected to commit to every event, but whatever they can do will be appreciated.

A meeting to discuss this group will take place after the AGM on Saturday 11th March at the Museum, and hopefully we'll see as many as you as possible on this day to not only assist with M&P, but to hear from the Trustees about the successes of the last year, but their ideas and plans for the future at the AGM.

Away from events, 2015 will see the opening of "The Viaduct" public house as already mentioned by David Rose, which will hopefully bring in some extra income, and maybe could even be used as a starting point for some members evenings. Good idea?
Also it looks like Number 11 will be back operational soon and that work can commence on repairs to the lamp room to finish the displays on the main station building.

Thank you to everyone who has supplied articles and photos for the magazine, please keep them coming.

STOUR VALLEY STEAM 159 - AUTUMN 2015

Stour Valley Steam is now published every six months, deadline for copy for *Stour Valley Steam 159* will be 30th June 2015 at the very latest, with an intended publication date of September 2015.

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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Magazine Typesetter	Darren Johnson, svs@earm.co.uk

Events Diary

March

Tuesday 3rd

Enfield: AGM and The Malcolm Alderman Memorial Transport Video Collection by Kenneth Crane

Saturday 14th

Museum AGM and Marketing and Publicity Meeting

April

Friday 3rd

Day out with Thomas

Saturday 4th

Day out with Thomas

Sunday 5th

Day out with Thomas

Monday 6th

Day out with Thomas

Tuesday 14th

Enfield: The Diamond Jubilee of the Routemaster Bus by Andrew Morgan

Friday 17th

Colchester: London Transport 150 by Mark Honeywood

May

Sunday 3rd

EARM Living History: Swinging Sixties

Monday 3rd

EARM Living History: Swinging Sixties

Tuesday 12th

Enfield: London Midland Main Lines: 1958 to 1962 by Kenneth Livermore

Sunday 24th

Transport Extravaganza

Monday 25th

Transport Extravaganza

June

Tuesday 2nd

Enfield: The Railways and the Suburbs by Michael Massey

Friday 5th

Colchester: Group Meeting (Subject/Presenter TBA)

Sunday 21st

Father's Day Trains

Friday 26th

16th Chappel Cider Festival

Saturday 27th

16th Chappel Cider Festival

Sunday 28th

16th Chappel Cider Festival

July

Sunday 5th

EARM Living History: Fabulous Fifties

Tuesday 5th

Enfield: Railway Slides & Films of B.R. Network ('59-'13) by Doug Fairhurst

August

Sunday 2nd

EARM Living History: Fighting Forties

Saturday 29th

Day out with Thomas

Sunday 30th

Day out with Thomas

Monday 31st

Day out with Thomas

Unless stated, events are at Chappel, Meeting locations for the railway groups are as follows:

Colchester Railway Group 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

Back Cover: Bagnall 0-4-0ST "Jubilee" prepares to draw its train out of platform 3 at the end of the day's operations on Sunday August 3rd 2014. Photo by G.D.King

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Weddings



▼ Nearly Ten Years Ago - 66703 with Autoballasters pass the Museum on 20th July 2005 during Sudbury Line Track Renewal. - Darren Johnson





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