

STOUR VALLEY

S T E A M



AUTUMN 2015, ISSUE 159

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION





▲ The Museum's Number 54, AKA Thomas in Utrecht at the Spoorwegmuseum, see page 2 for full story - Michael Sanders.

▼ Pete Martin supervises a mammoth shunt of a Tank Wagon, Jubilee, Number 54, AMW 144, Number 11 and WD No. 72229 - Peter Robinson



STOUR VALLEY STEAM

EDITORIAL

In the last issue of the magazine, I mentioned that the works on site were all but complete. This has proved to be somewhat wide of the mark, as detailed in the General Manager's Report. I am astonished how many changes have happened on site in recent years, and what is projected to occur in the near future.

One of the motivations for all this is the need for us to stand out in an increasingly crowded and media-savvy leisure industry. It is not just other preserved railway attractions that are our potential competitors, especially as the generation that remembered Dr Beeching and BR steam trains fades from the scene. As Ian mentions in his Report, any help we can offer to improve and help sell our Museum to the wider public would be greatly appreciated by our Marketing Team.

As we prepare to go to Press, our iconic N7 locomotive is about to return to Chappel from the Churnet Valley Railway in Staffordshire, where it has seen out its boiler certificate. It is the intention to display it until the finance is available to fund the major overhaul needed before it can steam again. The details of this are still to be decided.

As ever thanks to all who have played a part in bringing this edition of Stour Valley Steam to you, particularly those who have helped sponsor the colour sections in this edition. The Editorial Team hope that you will find it interesting and informative.

David Reeve - Editor

AUTUMN
2015

Volume 45
Number 159

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STOUR VALLEY STEAM

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



Front Cover:

The N7 on its last day in service at the Churnet Valley Railway. 11th April 2015. Jan Nutbeem.

The View from the Top -

Where does the time go! When I last typed a report it was coming up to the Annual General Meeting and reporting on the challenges of Marketing and Events.

By Ian Reed

Whilst disappointing that my call for assistance in the last magazine did not generate any response we managed to get through Easter with a record turnout of visitors and thus a very welcome contribution to funds. The events since then have been up and down, the 60's event was OK but suffered from both bad weather and a lack of 'Living History' volunteers. Fortunately our spirits were lifted by a cracking Fathers Day event which is now definitely on our calendar for next year.

Our 50s day was a wash out despite a lot of effort from stalwarts Kevin Watson and family plus the Curatorial Team who put on not just a 50s themed temporary exhibition in the station but helped set the scene in the Goods Shed as well. As I write this, the 40s day is just 72 hours away and fingers crossed will be an improvement on last year. This time round Justyn Keeble has been in position since the beginning of June as Marketing and Events Manager. Justyn has undertaken a similar role as a volunteer for the Mid Suffolk Railway, and whilst his heart remains there he is working for us part time to plan ahead and spread the load! We hope for great things but he needs some help so if you are around on a Monday or Wednesday at the Museum pop in and see him to say "Hello" and offer support even if it is just ideas for new or improving events.

Fortunately our diversification programme remains successful with Thomas the Tank Engine hirings this year earning twice last years contribution. We have lost out slightly with the failure of Toby in that we had a definite booking that we had to cancel and enquiry for another event we have had to turn away. The hire of classrooms reduced with the demise of the training company last December. Fortunately, some of the personnel turned up with a new company "Baltic Training" early in the year and they hired one room and also access to our lines, which last month then increased to two rooms; so back on track – excuse the pun.

Goods Shed hires remain buoyant although they started in earnest a little later this year, however we still need more volunteers willing to act as evening caretakers – so if you are willing to be shown what is needed and work with Graham Adley, our resident weekend caretaker, please let me know. The more on the roster the easier it becomes for everyone. It is not an onerous task, just time consuming on a Saturday evening, but the financial contribution of these bookings exceeds everything we do except DOWT and Beer Festivals, so we need them!

With the need to continue to improve our vis-

itor 'offer' particularly on standard Museum days (330 days a year) we were pleased to be approached by the Braintree and Halstead Model Railway Club whose base at Great Yeldham was threatened by potential redevelopment. We swiftly concluded a Heads of Agreement which in turn threw up the prospect

of going 50/50 with them on a large demountable building of which half would be a much larger model railway clubhouse for them and the other half would be new classrooms, toilet blocks and accommodation for the Museum. The downside was that the present owner of the building, a dealer who had purchased it from Colchester Garrison - where it had formed a new accommodation block in 1999 – wanted it off his site by June.

Rising to the challenge, we expanded our pending Planning Application for the relocated new Restoration Shed to incorporate this new Clubhouse/Classroom building and we also set out medium term plans for trackwork to not only access the new shed but also link with Platform 6. (This had never been dreamt of when we constructed the platform last year). We agreed positioning and levels for the various buildings so that a Planning Application could be submitted just before Easter which hopefully would give us a decision in May. We then had to get the Building Regulations application prepared and submitted, given that the foundations needed to be down ready for the building to be received at the end of June.

Needless to say the path of planning (and building regulations approval) never runs



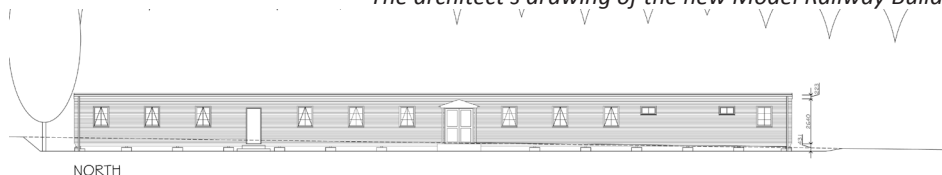
The base of the new building being installed.

smooth. The Planning Officer who had been dealing with our case retired a few weeks after this new planning application was received. By the time a new planning officer had been appointed and ready to review the application six weeks had been lost. This unfortunately allowed more objections to be raised.

The new Building Regulations meant much more detailed structural calculations were required and also the location needed to have a substantial retaining wall constructed as well as root barriers against adjacent trees. Trying to keep down costs proved challenging and what started out as a £20,000 total project budget was soon blown out of the water due to various factors. Trying to prepare for receiving the building meant we had to say we needed a few extra weeks but eventually we had to commit to start physical work on preparations ahead of the formal approval. However fortune smiled on us this time and we received both Planning Permission and Building Regulations approval last week. Now the contractors are flat out to finish the earthworks and foundation pads with drainage provision being installed as we go.

The granting of full permission for the Clubhouse/Classrooms also gave outline permission for the relocated new Restoration Shed

The architect's drawing of the new Model Railway Building





The bank which has been cleared at the bottom end of the Orchard

and the track installations to access it and Platform 6. Detailed plans for the new shed are almost ready to go and drawings of the layout and appearance have been circulated on site to gather comments and concerns before formal submission to Colchester Borough Council. We are hoping this can go through without the usual tome of objections but don't hold your breath.

We took the opportunity of granting planning permission to clear the embankment where the earthworks are going to allow a further site survey to be undertaken to inform how the 3000 cubic metres of spoil we have stockpiled on site are to be placed to allow tracklaying to commence ready for the new shed. If you are visiting the Museum wander down to the Lower Field and look up at the cleared embankment and marvel. So all we need now is the money to fund these earthworks, thus if you have £40k spare and want to watch some serious earthmoving please speak to me as soon as you like because we are virtually ready to undertake this task.

Meanwhile, work still goes on to complete the Storage and Archive building. Since my last

report we managed to get the internal blockwork walls done at a budget price but it left us with the need to supply and fit the fire doors, electrical installation and painting all the rooms and walls. Well done to Dave Rose and all the Team Wednesday members who rose to the electrical installation challenge. They fitted galvanised steel trunking and conduit (which we had in stock) and set about wiring up power and

lights in all the rooms. They also assisted Rob Varletta, our decorator, who spray painted all the insides of the rooms, whilst they did the outside, to provide a pleasant working environment for the Archive Storage Rooms and Curatorial Office. This has saved us a lot of money which we have diverted to the Clubhouse/Classroom project.

With just the fire doors to fit, we hope to get a contractor in the next few weeks to tackle this, and the Curatorial team can then start moving into their new store rooms. Once telephones and computer cabling are fitted to the office area they are ready to move in. Only a year later than originally planned but we will have got there in time to clear away the old portacabins prior to preparing the site for the new shed. (Don't forget this is needed to empty the current restoration shed for conversion into an Exhibition Hall and Heritage Centre in time for the removal of the current Display Building in 2021. There are only five years to go and still a lot remains to be done to realise this vision).

Alongside all this has been the shenanigans

with Wakes Colne Parish Council who issued us an ultimatum to finish our works in two weeks and complete legal transfer in four weeks associated with them purchasing a strip of land for a public footpath to avoid residents walking along Bures Road. Their ultimatum was totally unreasonable given they had spent two and a half years getting their act together and we declined to meet it, they promptly withdrew their offer to purchase leaving the Museum with legal costs they had repeatedly refused to commit to. Instead we have cleared the route, excavated a cable trench the entire length and installed electrical cable ducts and backfilled to level the ground. We are now ready for UK Power Networks to commence putting the current High Voltage overhead line underground whilst simultaneously upgrading power supplies for the benefit of both local residents and ourselves.

So when people ask me sometimes why I don't spend more time sorting out work programmes and interpersonal issues on site I like to point out that if they would care to do jobs such as installing cable ducts or clearing the embankment I might have more time to do such things!. Therefore if anyone is interested in taking on, or assisting with, the Estates role, I would be very pleased to talk to you about what is involved. Meanwhile I will end this report with my congratulations to our new VRC staff, Rosie Pallant and Stacey McElroy, who have not only raised standards in their Customer Service role but with Rosie now also working part time on the curatorial staff and Stacey completing her NVQ level 2 in Customer Service and committing to tackling Level 3 over the next year. Meanwhile we must record that Rob Varletta has now completed his three year Decorating Skills apprenticeship and is now a permanent member of the workforce – having just done his first full scale painting and lining out exercise on Locomotive No.11 and refreshing two of our Mk 1 coaches recently.

Finally, I am pleased to report that the number of members who have signed up to regular donations to the Museum has now reached the magic monthly figure of the interest on the field purchase loan. If you can commit £5 a month, or more if you are able, to this cause then it instantly releases funds from admissions towards projects such as the Clubhouse/Classroom complex or funding towards the earthworks for the new shed. If you want a donation form or need more details just contact me either at the Museum or via my contact details on page 47 of this magazine, we would be delighted to hear from you.



Rob Varletta undertaking some painting work on Number 11 in the Restoration Shed

Machinising in Utrecht at Het Spoorwegemuseum - the Sequel

By Mark Fogg Elliot

Well folks, I did not let you down. I did do something funny, and it did involve me falling over! In my finest Jethro tones, 'Wot 'ap-pened warz':

I had two mornings of very bad starts where I was really struggling to get the fire going in the morning, and with a 09:45 departure looming, we were still not 'off the pin'. As many of you will know, my starts are usually quite good, it is at the day's end when it all goes rats...

...so I enquired of Museum staff if there was a supply of firewood I could have access to; very kindly they showed me a pile of redundant pallets – ideal me thought. I found a forklift truck and carted around 7 or 8 pallets some distance to the staging area. Now this is approached by a slight ramp, and as I ascended this the back of the pallets caught against the ground. "We can do this", thinks I, so myself and a reasonably muscular Harry Brooks grabbed a handle each, "Three, two one, Go!" so I gave it 'maximum' and the forklift truck came free, the pallets stayed put, and there was I flying through the air with the greatest of ease, succumbing to various of Sir Isaac's laws of motion and a quantity of gravity. Very much to the amusement of all around me!!

Prior to all of that I had made my trip to Utre-

cht solo this time. After last year's experiences, I now knew the way, how to cross Rotterdam station, and which way to exit Utrecht station, along with enough wisdom to go to the hotel first so you don't have to walk up and down the Maliebaan with a heavy suitcase. However, I was a little anxious as I did not have a driver or fireman, either on the ferry, at Hoek van Holland or at Rotterdam, but, after all that, there he was at Utrecht station – and everything went utterly superbly

after that, all week long. Having arrived at the hotel Michael Sanders and I checked in then it was on to these newfangled two wheeled thingies...

When Michael and I went to the railway museum to check up on Thomas, put a preparatory fire in it and check it all over, Thomas' face was already on, a ton of fuel had been put

in the bunker and the fire had already been laid (thanks Peter M). However, Thomas was looking a little untidy so Michael and I did a super job cleaning him up. This time, to make things more exciting we had a train, they gave us a 9 tonne trailer to drag around, but it made no difference to 54. Each time we approached the gate to the main live running line the Machinist (actor) who accompanied us on the re-enactment runs kept egging Michael and Nick Proud on to go a bit further to gently nudge the gate. The gate is still the same shape we left it last year with the same

buffer grease; no one has touched it since then!

Later that evening we were joined by Harry, and there was no let up whatsoever in the comedy throughout the week. One evening on a trip to the café, whilst crossing a main road across the Maliebaan, Michael found himself in a conflicting movement situation with a Fiat 500. To get himself out of bother he decided to pedal hard, and a pedal snapped – in all my years of bicycling I have never broken one of these, various other components, yes, a pedal, no! Harry and I were very 'tickled' by this, especially as Michael had to take all sorts of avoiding actions. When we eventually got back to the hotel, it was hilarious as we all tried to explain to the hotel staff what had happened as we asked for another bicycle for Michael. Pure unscriptable comedy genius!

On another trip as we were coming back into the station I felt the coal dust get right up my nose, consequently I sneezed at full vent. It so happened to be at exactly the same moment that the Machinist turned his microphone back on and this loud EXPLOSION was heard through 12 loudspeakers around the staging area which startled the Dikke (Dutch for 'horizontally gifted') Controller and the hundreds of people on the platform and the staging area. Nick, at the handles, did really well to maintain his composure as we have to stop 1 foot short of crunching the heavily populated stage!

On Monday evening I returned to the hotel room and turned on the telly, and there was Thomas, Michael and Harry and me all on Dutch TV. Stars in the making!

Just as everything was going smoothly, and we were about to go to the café, my shoe failed so my toes had the luxury of 'air-conditioning'. I tried to ask the hotel staff if they could glue it back together, but my Dutch wasn't good enough – so my work boots be-

came my best shoes for the rest of the week. We had a fantastic week aided by the following: Thomas was in fine fettle and lasted very well with only minor niggles to report; I had the luxury of two superb drivers, and was very well served by Harry as the fireman. Once we had some firewood, 54 was terrific to light up in the mornings; Michael had produced a piece of driving genius to salvage the fire and situation on the Monday. That evening the tap to the hose pipe had been fixed, so no more lying on your belly while you mess about with wrenches while you wait for the man underneath 54 to slosh out the ashpan. Michael and I were delighted with this fix! Also the Museum staff produced everything we asked for; coal, oil, large spanner (to adjust manifold), adjustment to shovel etc. To crown everything, Nick drove No. 54 onto the low loader at the end of the week, on Sunday evening.

A personal note here, I was wondering how my body would hold up to seven 12 hour days, one day prep, and two days travel. This task was very ably assisted by having two great drivers, Nick and Michael plus the tremendous efforts of Harry, and all the Museum staff. Thanks are due to all, in no small measure. I was still very tired and exhausted by the end of it all though! Perhaps, like last year and this year, we will be there again next year.



Number 54 AKA Thomas at the Spoorwegemuseum - Michael Sanders



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

HELLO AND GOODBYE

In employee news we welcome Stacey McElroy who has joined the team in the Visitor Reception Centre, however we say farewell to Michael Wade who leaves us after four-and-a-half years service to the Museum, having joined in 2011 to undertake Curatorial work, then in later times in the VRC. Michael departs us to join the team at Marks Tey station for Greater Anglia. We wish him good luck for the future and offer our thanks for his dedication over the years.

We also welcome Justyn Keeble as the Marketing and Events Manager (see View from the Top for full details), Justyn has some great ideas and look forward to the improvements he will be making to our Events line up and new Marketing ideas.

SCHOOLS VISITS

Enquiries about Schools Visits are always welcomed. The initial contact should be made through Rosie Pallant in the Visitor Reception Centre, who books in the request. Phil Ainsley then liaises with our "Education Team" to enable the visit to proceed. So far this year we have had over 10 School Visits and over 500 children have been taken on a guided tour of the Museum, including a party from France.

Phil has been active on Museum training and through the efforts of Mike Stanbury has recently attended a National Seminar run by the Museums Association. He has since submitted copy into an Essex-wide Schools Promotion Pack, from which we hope to develop leads for more visits in the new academic year.

Meanwhile our former Trading Director Gordon Adams, and his partner Penelope Tuck – who is a retired teacher- have developed a presentation based around the Transport Extravaganza Event. The first showing was at the Engaines Primary School, Little Clacton on the 24th June.

SECOND HAND BOOK SALES

Sales from the self-service "Bookends" operation in the former Bungay/Curio Coach on Platform 2 are proceeding well. So far £351 has been raised from this source in this calendar year.

The better second-hand stock continues to be offered for sale in the Visitor Reception Centre. We have recently had some very generous donations of books and other ephemera, so we are not in great need of stock at present. The existing stock at these two locations is eagerly awaiting your custom. Any sales will help the Museum's funds

PHOTOGRAPHIC COLLECTION APPEAL

As you are hopefully aware, the Museum does have a Photographic Collection, details of which are on the Members Area of the website. What we do want is not just historic photos of events

at Chappel and East Anglian railways, but present day ones to in an effort to truly represent history.

If you have any photographs you would like to either donate or loan for copying, please contact Rob Boyce. Alternatively, if they are in digital format, they can be e-mailed to rob.boyce@earm.co.uk. Any pictures of the N7 recently working on the Churnet Valley, or taken at any event in 2014 or 2015 at the Museum, would be especially welcome.

REG BATTEN

Longer serving members will remember the name Reg Batten, who for a number of years in the Eighties and Nineties wrote articles for *Stour Valley Steam*, always accompanied with some excellent photographs. Reg sadly passed away on 30 December, at the age of 100. Apart from working in the LNER drawing office at Stratford under Edward Thompson, he also met Sir Nigel Gresley.

NEW ARRIVALS AT THE MUSEUM

GER 6 WHEEL COMPOSITE No.307 (Body Only)

Built by GER at Stratford 1888 to Diagram 219 Lot No. D21. Withdrawn 1930 under LNER No. 63905. Preserved 1994 at Magdalen Laver, Harlow for the Epping Forest Railway. Taken with GER 247 to a private site at Bow, East London October 2006 for restoration. Following dissolution of the Ongar Railway Preservation Society this body, together with GER 247 was moved to Great Yeldham in early 2013, thence to EARM on 18th February 2015.

GER 6 WHEEL COMPOSITE No.247 (Body Only)

Built by GER at Stratford 1888 to Diagram 219 Lot No. N22. Withdrawn 1930 under LNER No. 63892. Preserved 1994 at Magdalen Laver, Harlow for the Epping Forest Railway.

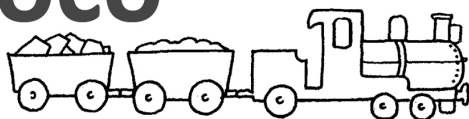


▲ Chris Hoser inspects GER 6 Wheel Composite No 307 - David Reeve

▼ GER 6 Wheel Composite No 247 - David Reeve



Pete Martin's Plumb Loco



As I sit here thinking of all the things that have occurred over the past few months, it is apparent that my scribbles would be the equivalent of the 36 volumes of the Encyclopaedia Britannica - which Hon. Ed may not be too happy about, and has resulted in 36 false starts on this entry. So encompassed within is a watered down version of the actual happenings within the Engineering Section at Chappel - which it must be said have been rather intense of late.

We welcome several new members as a boost to the proceedings, and on the basis of if you can't stand a joke, you shouldn't have joined, they've stuck with it and have augmented the existing gang to the point that to date:

Jubilee, the Bagnall 0-4-0T, has now passed its annual boiler exam. No 54 alias Thomas, after being re-tubed over the New Year period, has returned from another holiday in the Netherlands (see article elsewhere in this issue) and now heads off to Scotland at the Bo'ness & Kinneil Railway in time for it to return for our



Number 11 in the Shed - Peter Robinson

own Thomas Event in August.

Lampport currently resides at the back of the Restoration Shed. Work is on hold pending further evaluation whilst other tasks are ongoing with No11, the 1905 Barclay locomotive from Storefield Quarries, which is progressing towards final steam acceptance tests by the insurance company, following its 10 year boiler inspection and repairs. It is anticipated that work will then progress with Lampport - which, contrary to some misguided reports, is actually owned by the Museum.

When No 11, which celebrates its 110th birthday this year, re-emerges from overhaul , we will have 3 steam locomotives in operational condition - a scenario which hasn't been realised here for many years! Get the beers out, we're having a party.

Many will have heard about the N7, and it has been reported that we're going to build a new one! Well, I don't know where that one came from. Never let the truth get in the way of a good story was something a local and long standing member said some years ago when he worked for a local newspaper. Suffice to say that that was never the intention here All I said to the guy was the loco is a 92 year old museum piece and will require many thousands of pounds to get it going again, which the Museum hasn't got, and it may be cheaper to build a new one!

So we await the return of our unique piece, and evaluation for a future return to steam

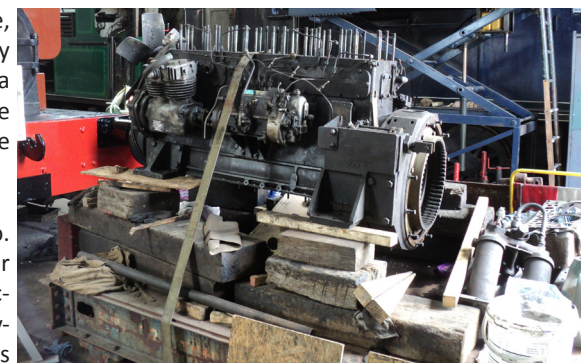
at a pace of our choosing. Of course, there is always the chance that a Fairy Godmother may descend to wave a magic cheque book at it but for the moment, dream on! Ho hum - we carry on. Ho hum - we carry on.

Waggon & Machinenbau railbus No. 79963 creates much interest. After numerous guided tours and interaction with the visitors, we have discovered that in Cambridge this rail-bus is remembered more than the steam engines it replaced when it was based there. It has become a centre of attraction more recently with donations from the Cambridge Railway Circle and other organisations, where it has attracted a local following.

Toby the Tram.

Well, this is a story in itself! I suppose it is all my fault; as I was the last one to drive it, so I guess to some degree it was. As many will know, Toby the Tram was born one night after a good night in the pub, where some had said that everyone has a Thomas, but no-one has a Toby the Tram. So it happened - and it was approved by HIT Entertainment who handled all the copyrights, merchandising, franchising and licensing of every thing to do with Thomas. Toby was built round a 1960s Fowler diesel loco which was owned by Shell refinery at Coryton near Tilbury. It was donated to us many years ago by Shell / BP and has been a valuable addition to our Thomas Events as well as performing a shunting duty at other times.

Sad to relate that Toby experienced a problem with his engine at Christmas, where it detached an exhaust valve head into No2 cylinder and seized the engine after giving the piston several karate chops and locking it in at the top of its bore. Now dismantled, the engine has been stripped down and repairs are underway. Since it happened, I have Googled Leyland Albion 900 engines and all the varia-



Toby's Engine in all its glory in the Restoration Shed - David Reeve

tions you can think of to death. It sadly transpires that having spoken to folk in other organisations, there is a global supply issue, where Leyland developed the 900 series engine in response to industry requests for a bigger power unit than they already made. Unfortunately, Leyland were going through organisational turmoil with the takeover of Albion at the time. Although Leyland developed the engine, Albion had responsibility for the production run, and it seems that not many were ever made. Unless there is an as yet undiscovered warehouse in the Australian Outback, the Spanish Algarve, or even a backstreet in Preston or Glasgow, there are no spares available. However a local engine recon company have come up with a replacement piston, and other investigations are ongoing. Suffice to say as I write this, the valves are being sourced in Serbia!

If anyone has any info on these Leyland Albion engines, then please keep it to yourself , as it's beginning to wind me up! The approved Law of Sod will no doubt prevail, whereby two weeks after we get the bits made, someone will emerge with a barrow of bits they found in clearing their shed. (*We can but hope -Ed*)

More soon. Why not pop along to Chappel yourself in the meantime to have a look, it beats queuing at Tesco's!

Team Wednesday Update -

Is it really once again time for a trawl through our archives for news of our activities?

By Jeff Kilpatrick & David Rose

We are all of an age that can recall vividly the events of 50 years ago, but had trouble with last week's news, so we keep a diary which serves as aide-memoire (and, if challenged, proof that we really were where we told our other half we'd be). As our numbers swell, so we find we are able to take on multiple tasks, and this seems to suit everyone as we find activities to suit individual preferences: we all volunteer for different reasons and to achieve different personal objectives, and while some would prefer to always be outdoors whatever the weather, others like me accept that being warm and dry really is an advantage in mid-winter!

Our intrepid team of Master Builders have now moved on from the Viaduct Pub, covered in our last report (and now a generator of income on event days - an example of self-funding activity where active approaches to sponsors yields long-term benefits to the Museum) to the remains of the old South Box - remember the top was taken away to create a wheelchair-friendly signal box at the end of Platforms 5&6? With its top removed, the remaining stump filled with water, and

looked a bit sad, but Peter Robinson's Signals Team had decided the basement would make an ideal store for them. Once dried out, we set about creating a structure that gave the appearance at ground level of a sleeper-built PW hut. The signal lever frame at ground level needed to be retained as a simple means of gaining access to the South end of the sidings, but it is now disguised and hidden within the upper part of the new structure. The builders' creation of the illusion of vertically placed sleepers with the gaps between them covered by battens is masterly, and opening hatches retain the utility of the frame without risk to the operator. Work here has been challenging as it is a long way from sources of supply of tools and power, so "logistics" have been an issue but magnificently overcome. This structure is nearing completion, but there are already drawings prepared for a newsagent's booth at the top of the steps (themselves to be re-aligned) at the south end of the mini-rail platform, so no danger of redundancy. Some other projects are in the planning stage at present, including a MiniRail canopy.

The 5-plank wagon from among the "Troublesome Trucks" has been given a make-over, with lots of rotten wood-work taken out and replaced and the whole interior cleaned and re-painted. Now, guess what, the Tube Wagon has crept on to our work list to be given the same treatment in the near future. But the team that did it have diverted to the BP Tank Wagon ("now for something completely different" as Monty Python had it) - and we all know how important it is to improve the appearance of the goods



The New PWay Store/South Box - Museum Facebook

stock that has spent years in the yard) so it may be a little while yet. In the gap between those jobs they finished off the interior of the North London Railway brake/luggage van, the restoration of which was described in SVS158. We have tried to find out more about the tail lamps of this vehicle, which were attached permanently to the sides as the NLR used fixed formations of carriages with a brake at each end so the outer end always faced the same way in relation to the train it formed a part of. It would be good to fabricate replica tail lamps, but so far drawings are proving elusive. (Anyone with any info on this topic, please contact one of us -Ed) In all other respects this restoration is now complete, at least until we can find the resources to build a chassis for it.

The ex-Ilford Passimeter office was reported last time as substantially complete, but more work has been done on the interior and on the external railings and gates so as to recreate as near as we can its appearance in daily use. Missing parts of both the metal-work and the wooden cappings to the railings have been made and installed. Wiring of the interior lights will enhance this building even further when on show in the winter months. Currently, all our electricians are busy else-

where, mainly in the new Storage Shed: this is now a major project, as contractors have built internal walls to isolate an area the full length of the building for use as an Archive Store (with temperature and humidity controlled) and this needs lights and power for air-conditioning and suchlike. All the ducting is in, and now the wiring has started in earnest. Once finished, this is going to be the best facility we have ever had for the storage of historic artefacts, and should put us up there with the very best of the archives, but there are no illusions about the amount of work entailed.

The BS (Brake Suburban) is our next candidate for return to full restoration.

After good work on the exterior and the compartments, now just the Guard's compartment needs attention. This area is now the subject of restoration work and a return to a state where the public can be invited to "take a look" at how railway staff spent their days on commuter trains plying from and to the metropolis through three decades from the 1950s to the 1970s.

We continue to do our bit to keep routine maintenance going, and can and do turn our hands to whatever is the demand of the day. The "make-do-and-mend" aspect of our Wednesdays can often be as much fun as the pre-planned efforts, and we enjoy the challenge of rising to any occasion. Recent activities include a re-decoration of the special-event toilets in the Restoration Shed, and a start on the re-painting of the Platform 2 running-in board. Come and join us if you will: at the last count there were nearly 20 of us - not all there each week of course, but even so a substantial resource for the Museum and a significant social club of like-minded individuals. The VRC staff will tell you who to ask for, so just bring your lunch and a mug for the tea that we all thrive on, and we'll get you started.

Team Wednesday finish off inside "The Viaduct" - Museum Facebook Site



Semaphore News -

It has been some time since the last signalling infrastructure update in Stour Valley Steam, so here is a fresh edition!

By Peter Robinson

Hopefully regular members to Chappel will have already noticed the most significant piece of work, which was the winter overhaul of the North Headshunt Gantry. Having had little in the way of attention since it was first erected (possibly around 1987) it had been turning an interesting green colour and was in need of repairs to combat corrosion.

Twelve weeks of grit-blasting, needle gunning, painting, cleaning and welding resulted

Peter Robinson fitting the Signal Arm to the Signal Gantry



in a newly resplendent structure that was (just about) operational in time for the Easter Thomas event. As commented by Foggy at Easter ("It seems bigger") the gantry has indeed grown, with the addition of a new flitch that will soon be carrying a calling-on signal for movements into Platform 2.

A number of tasks are still outstanding, including lighting and the construction of a permanent access ladder and platform. These will be worked on through the remainder of the year. Thank you to everyone who helped with the project; without you young Jack would have spent the Bank Holiday waving flags in the headshunt.

Having consumed most of the Engineering Department's resources in the early part of this year, the signalling team then moved on something a bit smaller: the Level Crossing. Having been in situ for around ten years and exposed to the elements, the wooden gates were starting to show signs of serious rot to the extent that the mesh had largely become structural.

In a three week window following Easter, the most rotten gate was replaced with a brand new one that had been produced off-site. Again, a number of small jobs are required before it will be finished but the safe operation of the crossing has been maintained in the meantime.

To finish the project updates some of our more experienced operating staff might remember the mythical beast that the No.3



The banner repeater installed on the Museum's Demonstration Line

banner repeater has become. You'll be pleased to know that this has been receiving a full overhaul courtesy of Graham Farrell and Mike Nicholls. Hopefully by the time you read this it will be back in full working order.

Finally, down at the South end of the site our friends from Team Wednesday have been keeping busy with a new Permanent Way Hut / signal box to cover the South Sidings frame, which is looking fantastic. Once complete, plans will be drawn up to bring the frame back in to use again and forever banish the crow-bars currently required! (See Team Wednesday article elsewhere in this issue – Ed)

When not maintaining our existing equipment there are a number of planned future enhancements to both displays and operational infrastructure, so if this article has sparked your interest in learning more about the world of signalling, please do come along and join in!

I leave you with the words of Pete Martin from back in March while manoeuvring the gantry: "Bloody white paint!"



The first Crossing Gate to be replaced.

From the Potting Shed

By Corinne Sermons

What a funny year we're having; there are frosts up to May and then we have to plant up our tubs and beds before the summer drought. This is the biggest problem us gardeners face; it's never the "right sort" of weather. These days, I do most of my work from the greenhouse at home. When the plants have overflowed from there into the house and then need more space I have to start planting up the troughs, mangers etc. I then leave them in the drive so they can be covered up in case of low temperatures and once they look their best they get transported to the Museum.

Over the last couple of years I have done fewer planters for as soon as the temperature soars they start to die due to lack of water. I thank any of the volunteers who spend some time watering the plants but at times like this it is like painting the Forth Bridge. At the time of writing, I spent a couple of hours this morning checking the planters and then came home to pot up some replacements for when the weather breaks (most likely time is the start of the school holidays).

This time last year we had to make the difficult decision to move my Dad into a care home, as we found it hard to give him the attention that he needed at 100 years old. But one of our best memories of him was at the Beer Festival. He was celebrating his 101st birthday with a glass of cider in his hand and a ferret on his lap. I could be wrong but I think his was the oldest birthday to take place at the Beer Festival. Dad loved his visits to the Museum and often helped me do some gardening before going to the Swan for lunch.

Although he passed away just after Christmas he is still around in the stories he told and the history of his life.



The EARM Records Archive -

The Museum's own Museum.

By Graham Wing

David Reeve, who many of you will know, and myself Graham Wing, who most of you won't, have been "volunteered" by the Management to collate and classify the Museum's Records. The impetus of this task is driven by the impending move of the Curatorial Department into more spacious quarters in the new Storage Shed and has been greatly helped by the generous donation of a 20 – drawer filing cabinet set to the Museum. We hope eventually to record all the documents, collate them and eliminate duplicates, with the aim of making them available to members for research purposes etc. We are busy working our way through this task, and currently have some 280 Files, made up variously of Box Files, Lever Arch Files, Manilla Wallets, A4 Binders, Diaries and Exercise Books. These are now in the process of being classified under such categories as Minutes, Memos, Brochures, Membership Records, Magazines, HOD Minutes, Estate Records, Finance Records, Marketing & Publicity Records, and date from pre -1970 to almost the present time. They represent the core of the main EARM archives, with some records from Southend, Chelmsford, Colchester and the South – West Essex Branches. In its 40+ years of existence, the organisation has generated more than its fair share of paperwork! One of the pleasures of handling 40 year old documents is also that they are covered in 40 years of dust, but I digress.

Every so often we think we can see the light at the end of the tunnel, concentrate on backtracking through the files to log what is recorded on each document, and begin to work out a programme of weeding out duplicate records. At this point someone usually comes up and says: " I have some documents at home – I'll bring them in for you" and we have another batch to sort out – not that we mind, we don't want to run out of work!

So – at last you say – do any of you have any more records or ephemera that you would want to mix in with our general archive, where it will be kept in proper condition in our new Archive storage area? For example, they could relate to either the SVRPS or EARM era at Chappel or maybe they are items of more general railway interest. Please don't think that they don't matter, or will be duplicates, as we feel we have some gaps in our Collection. It may also be an opportunity for some of you to gain points with Higher Management at home if you can reduce your stock of items railway! In the first instance, please contact David Reeve with details of what you have available to donate. Emailing David at : d_e_reeve@hotmail.com or telephone 01206 793923 specifying where and what it is, what quantity it is etc, would be greatly appreciated.

Finally, we have already had one or two instances where the ability to access our previously unavailable files has enabled us to help with solving problems, and has also turned up some hidden gems, such as old photographs. We hope that this facility will be of increasing use to the Museum in years to come as the new Filing System becomes established.

Concrete -

"Why concrete, though? Isn't it too modern for a museum?"

By Nick Ridgway

It is fireproof, waterproof, rot-proof, rodent proof and needs next to no maintenance, so at first glimpse it is A Good Thing. However, the look of offence on some faces when Platform 3 was turned down for a Heritage Award because of its concrete walking surface might suggest otherwise.

It is all about historical context, and how it gets used that are the most important factors. The counter to the argument that concrete is a modern material comes from photographs of the Midland and Great Northern Joint Committee's [M&GN] railway works at Melton Constable, in Norfolk. Before World War 1, the M & GN's Chief Engineer William Marriott created many things in reinforced concrete for use around the railway, from fence posts, crossing gate posts, gradient boards and even complete signal gantries. Marriott even experimented with reinforced concrete sleepers, of which more below. So there is the East Anglian connection.

Further afield, the Southern Railway had an extensive concrete works at Exmouth Junction by Exeter Central Station, which produced all manner of concrete components for station construction, from lamp posts to platform bases, surfaces and rear walls. The fact that so much of the Southern's 1930s-styled station equipment survives to this day is testament to the durability of this material. The final details in the South Sidings Scheme are coming together (as of May 2015). The scheme is about improving Customer access to our sidings, so as to give a better impression of what a country station goods yard

was actually like and what it did. A recent addition is the substantial reinforced concrete level crossing gate post in between No.1 siding and the Main line, from which a gate will be hung to improve Customer security when closed across the three remaining sidings and the Back Road track. (For future reference it weighs 1.3 tons on its own, the base goes 5ft into the ground, and its hole is back-filled with 13 bags of "Fencecrete" under the top dressing to stop it fluttering away in the wind]. There were two of these concrete posts in use until a few years ago to hinge the gates at Mount Bures, and the general type was widely used across East Anglia.

Digging Holes the easy way - Duncan Reed



A line of new concrete fence posts has gone in between the gate post and the earlier timber fencing that finishes opposite the footbridge. The fence posts will be darkened with suitable paint so as to blend in with its surroundings. Once it is complete, the wicket gate for DMU access turned and the paling fence piece removed, our visitors will be able to get close to both sides of long rakes of restored goods wagons. This will enable them to read Jaki's very informative displays about the context of the wagon and the yard in relation to the railways of East Anglia, in perfect security from trains passing along the Demonstration Line.

More fencing is also going in between the Back Road and what is today the Carriage Siding heading down towards South Frame, again using painted concrete posts. It is there to discourage the Customer from wandering too far over the track at Chappel South. Then all the too-modern temporary fencing, well-meant though at worst a tatty eyesore, will disappear. So will the need to maintain these fences, meaning that members working outside will be finding better things to do.

The Great Western Railway produced concrete "pots" immediately after the Second World War. These were a reinforced concrete sleeper block, to which a conventional bullhead rail chair to their own pattern was screwed; the concept actually goes back to the earliest railways where the pots were pieces of stone and the rails upon them made of cast iron in the "fishbelly" shape. Pot track was used in sidings where timber sleepers were life-expired ("You can't get the wood, you know." – with apologies to 1950 "Goon Show" writer, the late Spike Milligan). Two pairs of pots were installed to hold the rail in the place of the two rotten timber sleepers, and every third either having a metal tie



Also Good for Leaning on - Nick Ridgway, Peter Robinson and Paul Trowbridge take a break whilst installing posts. - Mark House

rod connecting the two pots or being a conventional timber sleeper in good condition. The London & North Eastern Railway [LNER] continued with this tradition while wood remained scarce, and there is an example of a LNER "chaired pot" in the PW Materials Display at Chappel.

The SNCF engineer Roger Sonnevile was a keen proponent of the tied reinforced concrete pot sleeper for flat bottom track in the post-war years, and the French SNCF and the Spanish RENFE railway systems installed vast numbers of his RS sleepers in their main running lines, albeit to their different track gauges. The chief advantages over conventional sleepers lay in having two side faces instead of one to stop the track moving sideways. Also, their relative indifference to a rare high speed derailment means that firstly services can be resumed over the repaired track in short order, and the absence of "hogging", where the ends of the sleeper bed become lower than the centre, means less sleeper bending and ride instability. Sections of today's high speed



*Concrete Sleepers in the track adjacent to Platform 3 and the newly placed fence posts
- Duncan Reed*

routes to the Channel Tunnel and of France's "TGV" routes now have this type of track installed.

Concrete is good in compression and lousy in tension, both forces happening in short order inside an ordinary railway sleeper as a train passes over it. The London Midland and Scottish Railway, responsible for some of the M&GN in East Anglia, installed a trial length of reinforced concrete sleepers similar to William Marriott's in a main high speed running line just after the Second World War. However, reinforced concrete is not right for railway sleepers, as the installation became life-expired after only two weeks under the stress

changes it experienced.

The next trial involved the pre-stressed concrete sleeper. The sleepers are cast upside down in line in a long trough, with rail fastenings being passed through the mould shape before the concrete is poured. "Pre-stressing" refers to steel wires, usually around 28 in number, which are introduced into the trough and stretched immediately prior to the concrete being poured. Once it has set, the sleepers are then cut from the mould individually, the wires remaining in tension and keeping the concrete in compression no matter what the train is doing over the top of it.

A moulded sleeper can be made to any shape, unlike a timber one where the constraints of the grain of the wood and the circular saw at the mill prevent practically any cross-section other than rectangular. There are over 30 different sizes and shapes of concrete sleeper for flat bottom track in the UK as of 2015, all made for different purposes. Among the examples, a few of one type have been installed with the lighter rail in the Restoration Shed, and there is a sectioned pattern E1 concrete sleeper with a replacement intervening baseplate for Pandrol clips to hold modern flat bottom rail in the PW Materials Display for further study; the pre-stressing wires are clearly visible.

The E1 concrete sleeper for bullhead rail was a complete success. Being rather heavier than a timber one, continuously-welded bullhead rail on concrete sleepers became a solution for many of the rural lines in Scotland in eliminating the need to maintain fishplate joints. However, concrete sleepers make the track more rigid: an abrupt change from concrete sleepers carrying continuously welded flat bottom rail to timber carrying fishplate jointed rails, the change happening at a fishplate joint, was the primary cause of the broken rail that led to loss of life at the Hither Green derailment in 1967. Since then, the practice

Modern Day Tracklaying - Concrete sleepers are laid through the station on the Sudbury Branch - Darren Johnson

is not to change sleeper type within two sleepers of a fishplate joint.

The shortest-lasting track component at the Museum's traffic levels is the ordinary plain line timber sleeper and the crossing timbers at junctions. The eagle-eyed reader may have noticed that concrete sleepers have been installed at Chappel in both the Platform 3 line and in the North Heads-hunt of late. These two areas in particular have been difficult to maintain in the past, owing to access difficulties and rolling stock being routinely positioned for display upon them, so swapping timber for concrete in one large operation provided almost a "fit-and-forget" solution. They are all E1 bullhead pattern, with CS1 chairs dating from 1949 or so. The purist would have some difficulty in objecting, as they actually pre-date our BR Mk.1 coaches by several years.

So please don't take offence at the use of concrete. It has its uses in the Museum context. Provided, of course, that it is selected appropriately.



Google, Like and Tweet Us

It seems you can still get internets on computers, and even Pete Martin admitted to googling something for his Plumb Loco, so it must be good. Find the Museum at the sites below:

Website: <http://www.earm.co.uk/>
Facebook: <http://www.facebook.com/EastAnglianRailwayMuseum>
Twitter: <http://twitter.com/earailwaymuseum/> (Note Change of "Handle")

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/>

Museum AGM -

There was the usual good turn out for this Year's combined AGMs of the Museum and its Trading subsidiary on Saturday 14th March, with many familiar faces and a few new ones too.

By Jeff Kilpatrick

Both companies had generated profits in the year ended 30th September 2014, a sufficiently unusual event to warrant some careful explanation. With the Trading company heading the meeting's running order, it fell to me as its Chairman to start the explanations! The year had seen considerable income in the form of donations from individual members, and a Heritage Lottery Fund grant of just under £100,000, all of which had to be accounted for through the Income & Expenditure (I&E) account. The associated expenditure was largely on buildings and other structures which, because they are of lasting value and will generate enhanced income streams into the future, were 'capitalised' and carried in the Balance Sheet, to be written off by an annual depreciation charge through future years' I&E accounts.

In previous years, the Trading Company has made losses so has needed funding which has largely involved transfers from the Museum (which after all receives the major part of recurring annual income from admissions and events). Rather than try to pay back this funding, the Trading Company has regularly issued shares in itself to the Museum. The point had been reached where there were no more unissued shares – all the authorised shares had been issued. Permission was therefore sought at this meeting for an increase in the authorised capital from £500,000 to £1,500,000 (the Secretary's rationale for the addition of a nice round £1m being that it would allow manual alteration of share certificates and so save on printing costs!). In addition, directors were granted general powers

to allot further shares "as in their absolute discretion they think fit" but obviously in compliance with the Companies Act. These resolutions were passed unanimously.

Much more information was provided to members in addresses by both Peter Martin and Ian Reed, covering the tremendous achievements of the past eighteen months and the bold plans for the future. Much of this has been covered in successive articles in SVS, including this one, so is not repeated here. The remainder of the routine business was quickly dealt with – Ian Reed was the Trustee retiring by rotation, and was duly re-elected after a ballot, and the important officers of the company were also re-appointed on a show of hands. These are the members of the Members' Council – Brendan Sothcott, Allan Robinson and Nick Proud – the Membership Secretary Linda Robinson, and the Magazine editor David Reeve, to all of whom thanks were expressed.

And then it was lunch time.....



▲ Electric Avenue - Upgraded power cable through Museum site for benefit of residents. Work continues on the DRB with welding taking place - Museum Facebook. ▲



▼ The Signal Gantry being craned into position by the S&T Team - Duncan Reed Tampers supporting the High Output Ballast Cleaner on the GEML reverse at Marks Tey Platform 3 on 15th June 2015 - Darren Johnson ▼





▲ The Museum's N7 - 69621 - taking water at the Churnet Valley Railway on 11th April 2015 - Peter Robinson.

▼ Will it fit? Pete Martin supervises the loading of Number 54 onto the low loader on 29th July 2015, heading to the Thomas event at the Bo'ness Railway - David Reeve



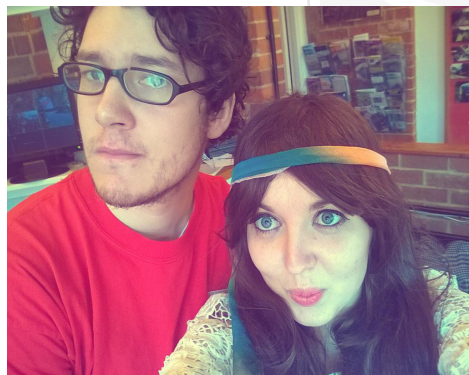
▲ Cheers! - Graham Adley serves up a pint of real ale in the new Viaduct Public House during the Swinging Sixties Event - David Reeve

▼ An original Fiat 500 at the Museum during the Vintage Transport Event on 4th May 2015 - Rosie Pallant / Museum Twitter





▲ *Dressed for the Occasion - Ian Reed accepts a cheque from John Rayment and members of the former South West Essex Branch following their farewell visit to the Museum (see details on next page) - Geoff Hutton.*



◀ *Into the Groove - VRC Staff Michael and Rosie take part in the Swinging Sixties event and pose for a "selfie" on the day - Rosie Pallant/Museum Twitter Account.*



► *The Mid Essex Model Railway Display during the Model Engineering Event at the Museum in 2014 - David Reeve*

Ex-Branch Lines -

A South West Essex Branch Postscript

By Geoff Hutton

As you will know, the South West Essex Branch of the East Anglian Railway Museum ceased trading in December 2014. The retiring Committee members were very pleased to receive an invitation from Ian Reed, Vice President of the Museum, to meet at Chappel for a formal closing down ceremony.

John Rayment, lately Secretary and Chairman of the Branch, passed the remaining assets of SWEB to Ian - a cheque for well in excess of £1400, plus a digital projector. Also in attendance were Geoff Hutton (ex-Chairman, Secretary & Treasurer), Dave Gibson (ex-Chairman & Treasurer), Bill Santer (ex-Treasurer), Peter O'Neill (ex-Publicity Manager) and Brian Snelling (ex-Catering Manager).

Following the ceremony, the members took a tour of the site, and were visibly impressed by what has been achieved at the Museum, especially in recent years. They will continue to support the Museum in the background, and wish it every success in the future.

David Mummery - Obituary

David Mummery may not be well-known to many members at Chappel, since his main area of railway activity was at Colchester Branch level – latterly of course known as the Colchester Railway Group. As a member of CAMRA, however, he was frequently to be seen on both sides of the bar at Chappel Beer Festivals.

A chemist by profession he had worked at BX Plastics at Brantham since the late 1960s, where his job as a technical sales rep often took him behind the "Iron Curtain"; especially to East Germany and Romania. Here he developed his real passion for Continental narrow gauge railways and an ability to find ways of getting things done in these "Comecon" countries. He has entertained us many times at our meetings with his stories of life behind the "Iron Curtain" and his expert knowledge of obscure Hungarian railways.

Before he was so severely hit by a stroke, he thought little more of taking a Ryanair flight to Budapest for a weekend than you or I would of travelling to Liverpool Street Station. (Not that he was a great fan of Mr O'Leary's policy of using an airport miles away from the city it purported to serve).

It would be fair to say that David was something of a "Renaissance Man". Railways and Real Ale were there, and also jazz. He was a fluent linguist in French and German, and several Eastern European tongues. A qualified Blue Badge Guide in Colchester, he could give his talks in the former languages. Finally, as a member of the Colchester Bus Users Group, he was a tireless campaigner for various threatened bus routes and was a scourge of what he considered waste and incompetence by Local Authorities.

He will be sadly missed by all who knew him, and we extend our sympathies to his long-term partner Mary-Jane Lewis and his many friends.

Robert “Bob” Sharpe

1946 – 2015

By Corrine Sermons. *



We were all ready for a day out with Bob at the Churnet Valley Railway to play with the N7 on its last day of service there. Unusually, he didn't turn up and so the coach left without him. It was only on our return that we learned what had kept him from his day out.

Only after we heard that Bob had passed away did we realise how long we had known him. In 1980 we moved to Marks Tey and in the process of finding a garage that did MOT Testing we also found a friend. Over the years he would turn up for a cuppa after he had been out, sometimes on a cycle or motorbike, breakdown lorry, bus or any other form of transport.

Brian diverted his interest in CB radio to the wider world of Amateur Radio and later he was persuaded to join us at the Museum as a Crossing Keeper, but he was often to be seen helping out in the Car Park. In addition, Bob was a valued member of the Colchester Railway Group. Only last year, he co-hosted a presentation on the 2012 York “Railfest” with Mike Stanbury at the Group’s AGM.

Bob’s other interests included boats, RNLI, motorbikes, vintage buses and coaches as was amply demonstrated at his funeral, which was held at Weeley Crematorium on 5th June.

Mourners were driven to the site in two preserved buses, which were preceded by a convoy of no less than twenty-one motorcycles.

Bob, you were a real friend for 35 years and Brian, myself and the boys will all miss you greatly.

** I would also like to acknowledge the contributions of others to the obituary, notably Paul Creighton of the Public Service Vehicle Group who submitted a detailed account of the funeral to us. Ed.*

Alex Walford - Obituary



Alex Walford with Roger Pepper on Platform 3 in 1998 - Rob Boyce

Alex Walford was one of the founder members, having been a member of our organisation since the early days of the Stour Valley Railway in 1969/70. His intense interest in all things that went pop chug or blew smoke rings soon became apparent to all. His factual knowledge and expertise gained over many years of dealing with many mechanical issues both at work and in the wider preservation movement became legendary and will be missed by many of those involved in those spheres.

Alex joined Paxmans Diesels in Colchester as a Student Apprentice in September 1951 and, on qualifying, worked for their subsidiary Regulateurs Europa for nearly 50 years, retiring in 2000 as Principal Engineer. Much of his work involved testing new designs. One such task involved trial testing of the then –new Class 15 Bo-Bo diesel over the Stour Valley line to Cambridge in the early 1960s. He could be seen perched on the side of the loco, where he would be under the side bonnet doing running adjustments to the engine as it went over Chappel Viaduct at 50 mph!

He was a walking encyclopaedia of all things mechanical, and endowed with great practical skills. As far as Chappel is concerned he was involved with bringing the Andrew Barclay diesel shunter AMW 144 to the Museum, and also was the owner of the Aveling & Porter Road Roller. His not very standard Volvo and trailer was also a familiar sight at the Museum for many years.

His great understanding of both diesel and steam engines was of great assistance to the Museum on numerous occasions. Less well-known was his participation in various Engineering Department canal holidays, to which he contributed in full measure, and about which many yarns are told.

In addition to his work at the EARM, Alex was heavily involved with the Museum of Power at Langford, near Maldon. He was also a long standing member of the Colchester Society of Model & Experimental Engineers, serving on their Committee for nearly 50 years.

He died on 17th March at Colchester General Hospital after a short illness at the age of 79. His funeral, attended by several EARM members and many other mourners, was held on 17th April, at Colchester Crematorium .

The Class 379 "Duracell" Unit - The Independently Powered Electric Multiple Unit. "Look Ma' No Pans"

By John Richards

On Tuesday 10th February I made my way to Manningtree, by train of course, to witness the trial of the prototype Independently Powered Electric Multiple-Unit (IPEMU) No 379 013.

Waiting on the bay platform the Class 379 4 car EMU glided to a stop and lowered its pantograph, as it prepared to return to Harwich on battery power.

This unit, which is normally used on the Stansted Express service, has been fitted with batteries.



John points to the key feature of this unit

Not having travelled in this class of electric train before I could not compare it with the standard version. However compared with anything at present running on the Great Eastern the ride was extremely smooth, very quiet in the power car and with smooth acceleration, and unlike any DMU on the whole network.

Network Rail Principal Engineer James Ambrose explained that six battery rafts have been installed containing a total of 80,000 lithium iron magnesium phosphate cells.

I spoke to the test engineers who said that the 5 week trial had been a huge success and any problems encountered were due to the unique type of operation.

Alighting at Harwich International I explored the Terminal; the last time I had been here was 1955 when I was in the RAF and travelling home from Germany.

As a passenger, I could detect no difference on the return trip to Manningtree with the pan up and running on 25Kv.

These trials will be used to assess the potential for battery-powered trains to be used on non-electrified routes between electrified lines, or on branch lines which would be expensive to electrify. The data gathered will help to determine whether any future IPEMU should be a straight battery unit or a battery hybrid.



The unit at Harwich International with its Pantograph lowered

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 first meeting of 2015 on 6th February brought along Trevor Brookes who was booked to speak on the topic of "The Early Days of Railway Preservation" which he explained would be an informal digital presentation of material transferred from photographs and slides taken by him on family holidays and various trips, largely in the 1960s and 1970s. Although mainly a bus enthusiast, Trevor had managed to take quite a lot of shots of railway subjects over the years. Scenes started at Bournemouth Shed with 4-6-2 34041 in about 1960 and it was followed by a series of monochrome shots from the 60s. Pictures at Marks Tey that included a 309 set were followed by a Sudbury service seen at an overgrown Chappel in the early 1970s, before moving on to scenes of Sudbury station itself with remains of the track heading off to Haverhill still visible. There was also a shot of Brush Type 2 D5522 heading north to Haverhill before closure. The nostalgic and desolate scenes that followed were taken at Barry scrapyard, with shots of numerous locomotives many of which were in a heart-breaking state. The following photos covered several interesting sites in quick succession and included Folkestone, Aberystwyth, Swansea, Buxton, Swindon, a Weymouth dockyard train and concluding with many photos from around Colchester.

After refreshments, the focus moved from stock to infrastructure, beginning at Ipswich Docks taken 25 years ago and followed by shots taken at Leiston, and the former stations at Hunstanton, Wadebridge, Padstow, and finally Liverpool Street before its refurbishment. The following pictures brought back memories of all the many train operating liveries that have come and mostly gone,

such as One, Anglia, Railfreight, EWS and Network South East. We then moved underground with various tube stock shots, works trains and then onto a range of colliery shots and their locos. The final sequence covered a wide range of station scenes, again too many to list individually, before concluding at Marks Tey in the snow in the 1980s. It had been a thoroughly absorbing evening which was fully appreciated by a larger-than-average audience.

The next meeting on 17th April was presented by Mark Honeywood on the subject of "London Transport 150". However, before the meeting commenced there was an announcement about the deaths since the February meeting of David Mummery and Bob Sharpe, both of whom had been regular attendees and also occasional presenters at our meetings, along with the death of Alex Walford who had been connected with the Museum since the days of the Stour Valley RPS. A minute's silence was then held for them all. Mark had last presented at one of our meetings some twenty-two years ago when the subject was "Railways of Cuba". Getting this current evening underway, Mark had an insider's view of LUL 150 as he is a test engineer for London Underground, and we were treated to a brief presentation of the story of the Metropolitan Railway. A range of photographs was shown of the 1963 Centenary celebrations which were followed by a look at the technical services facilities involving the backroom testing of various components. There then followed some pictures of Steam on the Met in 1992 where both N7 69621 and Cl.4 80079 were seen in action.

A short video was then shown of the restora-

tion of a vintage 1st Class Metropolitan carriage by the Ffestiniog Railway as part of the preparations for LUL150, along with other shots of stock and loco overhauls. The last steam passenger train on the underground had been in October 1961, so we now saw Beattie Well Tank No. 30587 being prepared as a test loco in 2012 to check on the effects of steam in the tunnels and on general visibility. The loco and its set of vintage carriages carried out checks on clearance, coal and water usage, with facilities being made available at Moorgate for water.

The anniversary day 13th January 2013 dawned and a vintage train hauled by steam loco Metropolitan Railway No.1 set off from Kensington Olympia to recreate the journey of the first underground train, carrying people the three and a half miles from Paddington in West London to Farringdon, just outside the City.

A video followed of various subsequent 2013 runs of Steam on the Met when four trains ran on each of three dates with the first departing from Wembley Park for Amersham and the remaining three worked between Amersham and Harrow-on-the-Hill. There were further later runs along the Uxbridge and Chesham branches. The evening finished with various line-side shots of the LU150 train hauled by Met No.1.

On Friday 5th June the speaker was Geoff Hutton who is a long-standing member of the EARM. He also was a leading figure in our former South-West Essex Branch (SWEB) which had been based in the Hornchurch area. Geoff gave a digital presentation entitled "The Alan Golding Collection" which was essentially a collection of photos assembled over thirty years ago by a friend of that name and who since has been living abroad for most of his time. It was to be something of a miscellany of the 1960s and 1970s, with an emphasis on items of local interest. Technological problems led to a delayed start, partly off-set by

an early tea-break and Geoff ad-libbing on various railway topics. The show began with a two-car Metro-Cam DMU near Aberystwyth and was followed by some freight shots at the same location. The next scenes were of ex-WD class in the North East in 1964 plus a sequence taken at Doncaster station, engine shed and works. A variety of diesel shots around Colchester were followed by a CI.73 and other locos at Waterloo. Back in East Anglia photos included various freight trains at Ipswich and March, followed by shots of Sudbury station at its original site in 1965, then at Marks Tey before returning again to Colchester. Pictures of the preserved 306 EMU on a railtour reminded us that SWEB had organised that event. The remainder of the shots moved away from the immediate local area and included the Pines Express at Banbury in 1966, Exeter St David's with Southern steam heading for Barnstaple, Exmouth Junction in 1964 and, after some railway scenes from holidays in Hong Kong, New Zealand and San Francisco, we concluded the evening back in the UK at Nine Elms Depot with, amongst others, Bulleid 4-6-2 34052 Lord Dowding in its last days of steam before withdrawal in 1967. The evening and speaker were appreciated by the audience, in spite of the earlier difficulties.

Meetings continue throughout 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. Also, please take the opportunity to send in any written suggestions for topics and/or speakers for the 2016 programme. Some details of our activities are available on the Colchester Railway Group web-site; also a longer version of this report.

The web address is:
<http://colchesterrailwaygroup.wordpress.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 continues to attract encouraging audiences to its varied programme of meetings. Following a successful AGM in March, the first talk of the new season was a very well illustrated presentation by Andrew Morgan of the Routemaster Association to celebrate the Diamond Jubilee of the Routemaster bus: 1954-2014. As our name implies, our members have a much wider range of interests than just railways, and we have several bus enthusiasts among those who attend regularly.

However, it was back to railways for our May meeting when we welcomed back Kenneth Livermore of the North British Locomotive Preservation Group, who gave us another of his excellent slide shows illustrating his rail travels in the late 1950s and early 1960s. This time it was the turn of the London Midland Region of BR main lines to be featured, which appealed particularly to the Circle's chairman as he used to travel regularly on the LMR in that period to visit relatives in Cheshire and North Wales.

There was a last-minute crisis for the June meeting when the speaker, Michael Massey of the M&GN Joint Railway Society, was unable to travel to us from Ely due to health problems. Fortunately our chairman had already heard the talk on "The Railways and the Suburbs" at the local model railway club, so was able to provide a substitute show for the first half of the evening on the same subject using his own material on the Kings Cross suburban services. For the second half our secretary put together a film show using material that Michael Massey had been able to send us via e-mail. So the audience were not disappointed, and were able to learn about the current project on the North Norfolk Railway to restore four BR Mark 1 suburban coaches to tell the next chapter of the GN London commuting story, following on from their superbly-restored Gresley quad-art set.

In July we are looking forward to a presentation by one of our members, Doug Fairhurst, who has a wealth of excellent railway photographs available – as well as having published a book on north London trolley-buses last year.

EARM Express News *Extra*

NEW MUSEUM TRUSTEE

Late News just as we were going to print, we hear of a new Trustee who has joined the board of the Museum - David Morgans, who some of you will know from his involvement in the European Route of Industrial Heritage. The Museum hosted a special exhibition by ERIH in 2011, and we welcome David to the EARM and the wealth of experience he will bring to us.

Undergraduates on the Footplate-

The Cambridge University Railway Club Engine Driving Specials.

By John D Mann

Almost anything was possible in 1950s Britain - imagine hiring a locomotive, coaches, crew and an Inspector for the princely sum of £50 and spending the day on a quiet country railway.

Roger Hennessy takes up the story: "On 3rd May 1959 we had to be at Cambridge station for an 8.53am departure. Purists were excited as our steed that day was Class E4 No. 62785 (built by the Great Eastern Railway in 1895). This Stratford-built machine was on its last legs and was withdrawn later in the year. Each run between Haverhill and Linton had two



CURC members in the cab, the usual crew of two plus an Inspector from Cambridge shed (31A). A series of eight runs was planned. My team mate Alan Townsend and I had the 10.46 slot. The modus operandi was for one man to drive whilst the other fired, changing over halfway so both got experience of footplate mysteries.

"After the first trip at 9.16 No. 62785 ran into trouble with a big end problem. In those days local officers had power and the initiative to use it, so a spare engine was summoned from Cambridge - B2 4-6-0 No. 61616 "Falloden". This was more to my taste and proved something of a challenge. To say the B2 was lacking maintenance was to put it mildly: it was very rough riding, even for a 4-6-0 whose rear left and forward right driving wheels impart the full 'hammer blow' to the crew above. I had the regulator while Alan fired, happily for me working uphill.

"Both of us were given a go at braking. Earlier participants had made a pig's ear of this difficult manoeuvre, but we 'spotted' the train perfectly by the platform with careful tutelage from the inspector.

B2 61616 'Falloden' taken at Haverhill, 3rd May 1959. In driving position Roger Hennessy, far right 'fireman' Alan Townsend, centre Alan Price. In later years Roger Hennessy became HM Inspector of Schools, Alan Townsend Professor of Geography, Alan Price eminent in the transport industry. - R A S Hennessy collection, courtesy of J D Mann



CURC members are photographed on J15 No. 65478 in 1960/1 - note the 'cast' headboard. - B. Crisp, J D Mann collection.

deed. And so a fine day was passed. We returned late to Cambridge and made our way back to our colleges - and for me a hot bath!"

Chris Berridge started at Cambridge in 1958 and recalls "engine driving by CURC members dating back to 1939. After being suspended during the War, it was resumed in 1956; a D16 being used on the Bartlow-Haverhill section. The following (university) year E4 No. 62785 was made available. It was still possible to see the E4 in 1959 but it failed due to an overheated big end, blamed on running too fast tender first so that debris from the ashpan got into the bearing. The next two years saw J15 No. 65478 in action, with 'stovepipe' chimney example No. 65469 in 1962.

"I also remember a similar operation in 1963 between March and Wisbech with a B1 and in 1967 a loco was brought from Crewe to cover engine-driving activities at Cambridge.

"Concerning the E4, I tried to take a trip to Haverhill behind it in late 1958. After about a mile a cylinder cover blew off and a J15 was summoned to carry on. It was surprising it was repaired, as it had a poor reputation at 31A and was only used when it had to be".

Bruce Crisp drove and fired the 'Claud' in 1956. "It was a lovely engine to ride on, although it became noticeably harder when we encountered a short stretch on concrete sleepers. I achieved 52mph, the second highest speed of the day. I thought the 1956 headboard looked a bit 'amateurish' so my foundryman uncle cast one in aluminium. In 1958 some 'local yokels' dropped soot bombs on us from an overbridge but no damage was done".

"My prevailing impression of life on the footplate was that it was hard graft indeed. The noise was deafening, a loud exhaust, a loose fireman's seat that rattled and the general clanking of ironmongery. In addition we lurched around a great deal. To a 'passing ship' like me it was altogether a magnificent experience and I became an ASLEF sympathiser on the spot.

"At lunch break we took our ease and sandwiches in a first class compartment. Fellow member Larry Shore appeared with a casket containing glasses and fortified wine, most welcome indeed.

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:

The Andrews Family, Duncan Berry, Patrick Burgess, Colin Burwood, Chris Cotterill, John Crook, Gordon & Jeanette Davidson, Laura Ferneyhough, Lester Firkins, Angus Forrest, Brian Foster, Robert French, James Goddard, Richard Gourlay, Shona Hall, Victor Hammond, Alan Hill, Mark Hindley, Gordon Humphris, The Jope Family, Stephen Knight, Bruce Leslie, Peter Merrick, George Milton, Susan Newman, Richard North, Robert Page, Brian Rayner, Colin Ridgewell, Paul Roche, Jon Russell, Robert Salter, Peter Sansum, Stuart Scrivens, Stephen Smith, John Sparrow, Peter Sparrow, Charles Speck and Peter Ward.

Unfortunately, we have to record the deaths of David Mummery, Bob Sharpe and Alex Walford. Their obituaries can be found elsewhere in the Magazine and our sympathies go out to all their friends and family.

Our best wishes to Dave Knock, who is making a good recovery from a stroke, which occurred earlier in the year.

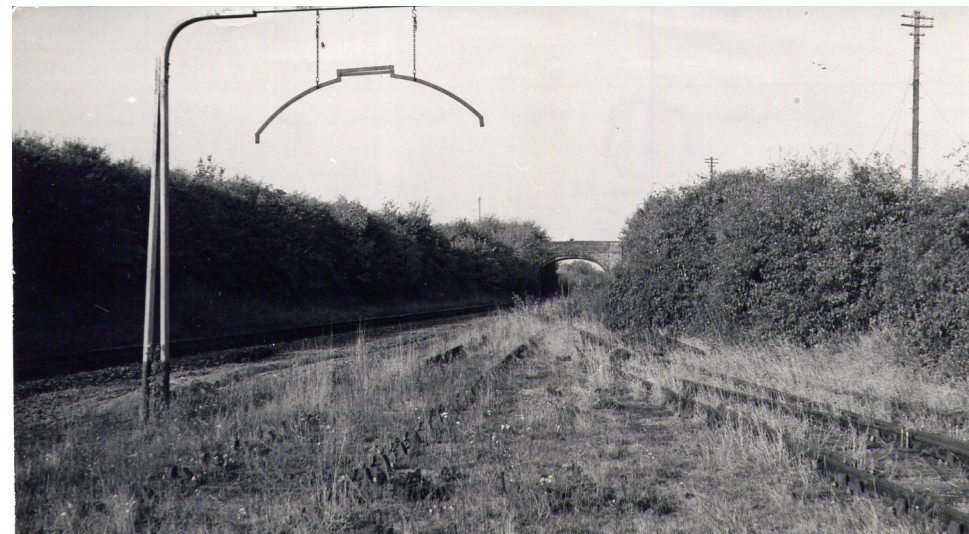
The Trustees are very grateful to all those members who have made donations to the Museum during the current membership year; either directly or included with their membership renewal. We look forward to your continued support in this respect and would like to especially thank all those who have completed a Gift Aid form as this enables the Museum to reclaim the tax. 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.

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 just a reminder to all members to inform the Membership Secretary of any changes to your contact details. As well as postal address, it is important we have up-to date email and phone numbers for effective communication.

VRC Staffing

The Museum Visitor Reception Centre (VRC) is staffed 363 days per year through the use of paid staff (to ensure continuity and the ability to offer daily opening to our visitors). However, from time to time there is a need for extra staff - to cover special events, or short notice sickness. If any Museum member would like to receive training for VRC duties, please contact Ian Reed. Your help would be much appreciated.



Time Lapse Chappel

A couple of photos to show what a difference forty- four years can make...

First photo - the view looking North from Goods Shed Road on taking up the tenancy in 1970. (photo from EARM Archives)

Second photo - the same view in April 2014. (Photo by Ian Rushbrook)



Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam Summer 1975

In SVS158 we heard about the Colne Valley Discrepancy - this time, the Editor (the 1975 one - Fred Youell) investigates the discrepancies of published Chappel Layouts.

The Layout at Chappel

Like Sherlock Holmes, your Editor likes 'to establish the facts before starting to theorise.' It is pertinent to investigate the discrepancies in the published layouts at Chappel

The Deposited Plans of the Colne Valley Railway, 1855, show the Datum as the North end of the platform at Chappel, but the 'Junction between Colne Valley and Stour Valley Raiways' as 88 feet North of the platform. The Goods Shed appears to be in its present location.

The 1900 Ordnance Survey map, on a 25 inch to the mile scale, has only one doubtful feature. The connections from the Colne Valley line to the Goods Yard appear to cross over the Stour Valley Main rine at diamond crossings whereas either two simple turnouts or a slip crossing would be more likely on several grounds.

The plan published in Whitehead and Simpson's book on the Colne Valley Railway shows the connection North of the road bridge, over the line as being built after the grouping, and correctly so. The only doubtful feature may be that the dead end at the South comes off the line from the shed, not the goods line behind the platform. It would be most unusual for a siding line to join the passenger running line without either a catch point or a dead end siding.

The GER track diagrams of about 1920, published by George Alan, may have some inaccuracies. The two junctions at North and South ends of the yard are shown as double slips. In this respect they differ from photographic and other evidence. These, in fact, appear to have been two simple turnouts back to back, in both cases giving a split between the goods line and the shed line towards

the centre of the yard, and a split between the headshunt or dead end, and the connection to the main running line in the direction away from the yard. The junctions as they now appear carry out the same function, though the connections to the British Railways running line are not normally used.

It is, of course, possible that the local permanent way inspector was using Chappel as a training ground by digging up the track and relaying it at intervals. It seems more likely that careless cartography is the cause of the discrepancy.

The Ordnance Survey seems the most accurate record, closely followed by Whitehead and Simpson. The O.S. map is the only one on which the shed is of the proper shape.

30 Years Ago - Stour Valley Steam Summer 1985

Whilst it had been closed for 20 years at that point, Geoff Hutton tell us about his regrets in life and for the former Stour Valley Line

CHEAP DAY RETURN

I have only two regrets in life. Firstly I have yet to run through the surf on Acapulco Beach hand-in-hand with Selina Scott; secondly, my employers have yet to find me worthy of a teak-stain filing cabinet to replace my grey metal one. Such things are important to a chap. But, thinking on, I do have one other regret - that I did not take a camera with me on a trip along the Stour Valley Line in 1965. Inexplicable, really - I suppose that I thought that it was just another diesel, just another branch line...

Still, I must have had a reason for buying a day return to Cambridge - one does not hand over a week's wages from a paper round (13/- or 65p) without good cause. In April 1965, British Railways had applied to withdraw passenger services from the whole line between Marks Tey and Shelford. I suppose it crossed my mind that if I was to travel on the branch, it would have to be sooner rather than later. So on a Friday afternoon in July, I pedalled down to Colchester North station, chained my bike to the railings and headed for the ticket office. Familiarity with the local motive power meant that I did not record the number of the engine on the 15.00 to Cambridge, but I remember her well enough - one of Ipswich's BTH Type 1s, 'Paxmans' as they were known to local enthusiasts. (Type 15s - does anyone remember them?). A couple of ex-L.N.E.R. coaches made up the train in the bay. I clambered into an empty compartment and settled down on the dusty upholstery. A little private dream was about to begin.



Wickham and Derby Lightweight DMUs pass at Long Melford. Undated - Dr Ian C Allen, courtesy of The Transport Treasury

Past Stanway Yards and over the Roman River before slowing for Marks Tey. We lurched over the Junction and burred to a halt at the branch platform. This was new track to me - but with Ordnance Survey Map no. 149 (1946 edition) I was ready for anything.

First point of interest - the siding up to the brickworks just north of the station. Not much left of that. We growled up the 1 in 147 to Great Tey, then rumbled down to Chappel viaduct, which seemed even bigger from the top than from down below. Chappel & Wakes Colne still had its loop, points and signal box, but the empty yard was a mass of weeds. It slumbered on, unaware of the Glory that was Yet To Come.

Past the remains of the Colne Valley railway which had closed for good in April, and on towards Bures. Now we were in the Stour Valley, and trundled over that river for the first time. Sudbury station still had both platforms in use, and although somewhat tattered, was of a size and style that befitted its town. Then we moved on up the valley, below gloomy Borley, with its haunted rectory, to Long Melford, now stripped of its junction status.

The line swung westward, through Glemsford, Cavendish, Clare, Stoke and Sturmer, each a little rural gem, and all unmistakably related by their architecture and layout. The train stopped briefly at each, the diesel drumming away in the summer heat. Did any other passengers join or leave? I do not know - but I remember none. It was as if I was travelling alone in my own little world, ambling through the accelerating landscape of the 1960's without actually being part of it. But even my dull, schoolboy brain re-

The signal at the end of the platform flickered from red to yellow, and we ambled cautiously out on to the main line. The first part of the journey was familiar enough - over the Colne above Motts farm, then across Chitts Hill level crossing, the gates of which I used to work after school on summer evenings.

alised that this train and this railway were running out of Time.

And Stupid had not bothered to bring his camera.

We travelled on towards Haverhill, where the rusting rails of the Halstead (C.V.R.) line came across the valley on a tall embankment. We crossed into Cambridgeshire, then back into Essex at Bartlow, surely a modeller's dream with a track layout defying all the laws of logic and operational convenience. Through Linton and Pampisford, the semaphore signals rising and falling to mark our progress. The main line was joined at Shelford with much squealing from the wheel flanges, and soon we were clattering over the points at Shepreth Branch Junction. The L.N.W.R. trailed in a little further on at Trumpington, then we eased under the A604 road bridge and into the bay platform at Cambridge. The train jerked to a halt and I alighted.

Here I was met by the solid presence of John, a fellow inmate of Colchester Royal Grammar School - he was later to gain fame of a sort as The Man who Went from Oxford to Harwich via Bedford St. Johns, Sandy and Stowmarket. A Legend in His Own Lifetime. He had spent the day gricing from Dovercourt to Ely, Lynn, Hunstanton and up to Cambridge through Wisbech, March and St. Ives. A trip along the Stour Valley back to Colchester was merely the cheese course after this feast.

We paced up and down the platforms, with 45 minutes to kill. The train was due to depart at 17.26 - meanwhile it was re-marshalled, and by the time the guard blew his whistle it consisted of the two coaches, three parcels vans and a Medical Inspection



Brush Type 2, No D5668 exchanges tokens at Cavendish. Undated - Dr Ian C Allen, courtesy of The Transport Treasury

Saloon. (These used to be hauled around the system to enable the staff to have their periodic check-ups without too much delay, now the patients all go up to Liverpool Street and presumably get a day off). This strange combination was probably the reason for the train being rostered to an engine rather than the more usual d.m.u.

I must confess that this was an arrangement that suited me. One day might get to the Great Terminus in The Sky, and discover that the Almighty is not a steam enthusiast (and if He has ever raked out an ash-pan, this is very possible), then Paradise will be a non-standard diesel and a set of musty carriages rolling along a cross-country branch line under a summer sun. I will have a amiable companion, a front-facing window seat and a dog-eared timetable. It will perpetually be a Friday, with the prospect of an idle weekend stretching ahead to Eternity.

Well, its just as likely as my gambolling in the surf with Selina. wonder if I can take my camera on the celestial train...? Mind you, I can foresee a few problems when Kodak try to return the slides.

20 Years Ago - Stour Valley Steam Summer 1995

Murray McDonald tell us the story of his trip on the then newly opened Channel Tunnel.

A DAY AT THE CHANNEL TUNNEL

It was indeed a pleasant surprise when a friend of mine rang me a short while ago to invite me to spend a day with him on a trip through the Channel Tunnel. On the appointed day we left his house and travelled by car via the Queen Elizabeth Bridge at Dartford to Dover, arriving at the terminal around 9.30 am. On arrival, we were instructed to enter by the lorry entrance and on entering the actual terminal building were greeted by staff and treated to coffee and light refreshments. In no time, we were advised that we would be leaving for France in twenty minutes. The terminal is light and spacious and well laid out, if a little unfinished and has all the services and shops you would expect to find at any major airport and seaport. After ticket and customs formalities we were given a lane number to follow to take us to the train. On arrival at the load ing platform we were directed onto the train,

which loads from both sides, one to the lower deck and one to the upper deck. Picture if you will a London tube train with the carriage ends removed making it one long carriage. We were ushered onto the lower deck and drove inside the entire length of the train to the front, where staff stopped us just short of the front end of the first coach with four cars behind us. A loud hiss was heard and two buffers rose through the floor in front of the car, presumably to stop the cars surging into the coach ends due to heavy train braking. Two sets of air operated connecting doors swung in from recesses in the coach walls and having done this, a slatted shutter descended from the roof between the two sets of doors thus forming an end to each coach.

We were advised by staff that we could remain in the car or not as desired. There are walk-

ways either side of the cars and a staircase in the middle of the coach leading to the upper deck and lavatories. Visual displays in the roof advise travellers of departure information and instruct passengers to leave one window of the vehicle open as pressure differentials can break windows or the windscreen.

At 10.15 there was a slight jolt and we were off, gathering speed gently through the freight complex prior to entering the tunnel. The windows of the coaches are small but as there is little to see when in the tunnel this is no problem.

On entering the tunnel we noticed first how quiet the train is, obviously no joints in the rails making the ride very smooth. Also as you are travelling virtually in a straight line there is very little lateral movement. In all, a very comfortable journey of some twenty minutes.

As the formalities, namely Customs and Immigration, are done at one end of the tunnel, on arrival at the Calais terminal we drove straight off the train and onto the French road system, with no waiting in queues etc. We had a pleasant walk round Calais, an excellent lunch and returned in the afternoon. Overall, we were impressed with the service, and it will be interesting how it compares when fully operational. The writer will definitely use it again, but won't give the ferries the chop just yet! With regard to the passenger service, as yet untried, perhaps they should send their locomotives to the EARM workshops for a spot of troubleshooting!

10 Years Ago - Stour Valley Steam Summer 2005

Hard to believe this is 10 years already, Ian Reed tells us the story of the track relaying project on the Sudbury Branch and the work this allowed the Museum to undertake.

Sudbury Branch Closure! by Ian Reed

Got your attention? Well it did, but only for two weeks from 9th July whilst a blockade was in place to enable substantial track relaying. This gave us the best opportunity in many years to do something to help put the Museum on the map. We took advantage of this blockade to undertake a range of works that we have postponed for years due to the cost of a possession and the challenges of night working.

There were three major projects tackled:

1. Replacing two main timbers, various windows and boards, reconstructing the balcony and steps and then completely repainting the original Chappel main signalbox.

2. Repairing the station canopy and re-proofing it prior to a complete repaint adjacent to the running line

3. Removing the boards on the footbridge, grit blasting the whole structure and repainting it prior to replacing and renewing the boards.

We made a good start with a team working on the canopy and a small group on the footbridge; we had a number of frustrating delays due to the constant engineering movements of the contractors who used our fields at Chappel & Wakes Colne as their base of operations for relaying from Mount Bures crossing to the viaduct.

By the first Monday we could see the scale



Ian Reed enjoying the task of painting the canopy on 16th July 2005 - Karen Nelson

of the work on the canopy and cleaning down all the paintwork underneath, patch prime, undercoating and glossing back to County Cream. The external faces of the canopy were much worse and it was decided to sandblast these back to bare wood, prime undercoat and gloss.

The footbridge roof inside and the stringers and main span were grit blasted ready for priming with at one time five people just priming for a day. A small mobile elevating work platform had been

hired for the canopy but turned out to be unsuitable but did allow work on the exterior of the bridge to take place. Having had the Museum's sandblasting unit completely overhauled and nearly two tonnes of grit and sand delivered it was time to demonstrate its value. Donning the air fed blast helmet and cloak with full overalls, boots and gloves then standing in the sun in temperatures of around 28C should have lost me my credentials for playing the Fat Controller later this year but sadly not. Anyhow the structure gradually started to resemble a patchwork quilt as sections were still with flaking faded paint, others cleaned back to sound paintwork and bare metal, others primed and a few in silver MIO finish.

Big boy's toys were required to access over the rail tracks and the top of the roof so a self propelled MEWP capable of a 23metre height and 11m outreach arrived on the Wednesday. At this point painters were queuing up to join the operator and have a different view of the bridge and just about everywhere else too.

The dedicated few persevered with the canopy whilst a local carpentry firm tackled the signalbox, actually taking the entire end and one of the main corner posts in one day! It took them longer to put it back but it now looks as good as new (it should do - it is new).

The days blurred into weeks and the quantities of paint required just kept going up, four extra deliveries were required which suggest we either put it on very thick or totally underestimated in the first place - think it was bit of both. Suffice to say that by the last working day we had completed the canopy, 80% of the footbridge and 80% of the signalbox. The weather which had been with us all the time finally turned against us and despite the need to get the top coat on the front of the signalbox we had to give up and will have to plan for the blockade next year to finish.

Railway Rumblings -

It seems that Victor was caught up in traffic on his way to Tesco one Saturday morning. He tells the tale below.....

Well, another accident on the A12 melds the South East of England into the veritable car park that we have come to begrudgingly accept nowadays. As I sat fuming along with hundreds of others in the latest 10 mile tailback recently, one pondered over the financial impact and material implications on the wider community, emergency services, the health of the nation, business and commerce. Or is it just accepted with an "Oh well, these things happen" attitude?

The upshot is that you can't keep plastering the countryside in concrete and liberally coating it with impenetrable walls of lorries all doing 56 mph with another dozen or so in the middle lane overtaking at 57. Have you ever tried to get through them to get to the slip lane at a junction? No chance. And who had ever heard of Surrex before the queue on the A120 filtered back to it from the A12, after an accident at the Ardleigh Crown interchange?

With the advent of thousands more houses projected in numerous areas which once had a rail connection, should we not undo the negative thinking of the Beeching era? Whilst it may be acknowledged that some railways remained a negative proposition, overall the only people who really gained from the closures of the 1960s were the scrap men who ripped all the good bits out leaving behind a trail of wreckage. Perhaps with hindsight - which is always a wonderful thing - they should have been mothballed rather than expunged from the maps.

Rebuilding what we once had would cost millions on the one hand, but it must be cheaper in the long run to create an enhanced viable reintegrated rail infrastructure - rather than leave it as the political football which it has become.

I'm sure the people of places like Maldon, Dunmow, Saffron Walden, Lavenham (where they have just cleverly built an estate on the site of the railway station) and Haverhill - to name but a few locally - wouldn't entirely disagree.





▲ *Expecting Trouble, Panther Travel's (yellow) Plaxton coach at Marks Tey Station on 1st August 2015 on Stand-by duties for Abellio Rail Replacement/Greater Anglia.*

Last Call for Stour Valley Steam 159

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

STOUR VALLEY STEAM 160 - SPRING/SUMMER 2016

Stour Valley Steam is now published every six months, deadline for copy for *Stour Valley Steam 160* will be 30th December 2015 at the very latest, with an intended publication date of February 2016 with the AGM notices.

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

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

Principal Officers of the Museum

Vice President	Ian Reed
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Magazine Typesetter	Darren Johnson, svs@earm.co.uk

Events Diary

September

Tuesday 8th

Wednesday 9th

Thursday 10th

Friday 11th

Saturday 12th

Enfield: Transport Video Miscellany by Peter Watson

29th Chappel Beer Festival (1800 onwards)

29th Chappel Beer Festival

29th Chappel Beer Festival

29th Chappel Beer Festival

29th Chappel Beer Festival

October

Friday 2nd

Sunday 4th

Tuesday 8th

Sunday 26th

Saturday 31st

Colchester: AGM followed by entertainment TBA

Small Trains Day

Enfield: "The Royal Mail TPO:1830 -2004 by Julian Stray

Colchester Railway Group Sales Stand at Colchester Model Rail Exhibition

Spooky Day out with Thomas

November

Sunday 1st

Tuesday 3rd

Spooky Day out with Thomas

Enfield: Fire and Steam: A New History of the Railways by Christian Wolmar

December

Tuesday 1st

Friday 4th

Sunday 6th

Sunday 13th

Sunday 20th

Enfield: The 2015 Bob Todd Memorial Presentation by David Alison

Colchester: Group Meeting "A Railway Ephemera Presentation" by Phil Ainsley

Festive Day out with Thomas

Festive Day out with Thomas

Festive 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: Class B1 4-6-0 No.61306 'Mayflower' climbs from Manningtree to Ardleigh en route from Norwich to Windsor on 11/02/15. Photo by G.D.King

Fighting Forties Event - 2nd August 2015



▲ Marketing Manager Justyn Keeble and Stepson Tom Stickland as the Home Guard

▼ Laura Tuck from trio Fox, Wiggle and Sass performs in the Goods Shed
Museum Visitors enjoy the day and await vintage bus rides to Bures Station ▼





ISSN 0307-482X



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