

**JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM**



**OVER 40 YEARS OF RAILWAY PRESERVATION**





▲ The Running in Board on Platform 2, repainted by Phil Cox/Team Wednesday - David Reeve

▼ A View of the site and newly restored Number 11 during the Small Trains Day on 4th October 2016 - David Reeve



# STOUR VALLEY STEAM

## EDITORIAL

2015 continued the construction theme at the Museum. It was notable for the arrival on site of the Braintree and Halstead Model Railway Club, and we extend a warm welcome to them. The building which will both be their Clubhouse and also offer educational facilities to the Museum is slowly taking shape in the former Orchard grounds, with much input from Team Wednesday. When this scheme is complete it should add to our on-site attractions.

Additionally, the "Eastern Extension" scheme unveils plans for the new Workshop and much more besides. Details of these projects can be found elsewhere in these pages.

On the commercial front we continue the struggle to get more visitors through the door. Our Christmas "Thomas and Santa" event days were a sell-out, but some others fell a bit short. The challenge is to develop a consistent product which ultimately finances the many aspirations of the Museum.

A donation from a member has allowed us to bring you a colour cover and centrespread again. The Editor would like to hear from any individual or organisation who might be interested in sponsoring this upgrade into the future.

Once again, I would like to offer thanks to all who have helped to bring this edition of Stour Valley Steam to you. The Editorial Team hope that you will find it interesting and informative.

David Reeve - Editor

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Front Cover:  
New-look Number 11 during the Small Trains Day 4th October 2015. Kieran Hardy.



# Designing the Eastern Extension

(Part 1) - Or "We've got to get out of this site - the late Peter Thompson

By Nick Ridgway

It all started when I was nine or ten, I suppose.

My friend and I used to take Saturday trips out on our bicycles from our homes in Danbury. It was downhill to Woodham Walter through the back lanes, past Hoe Mill Lock, and then along Ulting Lane. From there we rode on to pay our respects to Langford & Ulting Halt. The platform and trackbed were still there, as were most of the wooden shelter and the railings to the rear edge of the platform. The track had gone from the Halt most of the way to Maldon, though there was still some in place on the outskirts of the town, as was a decaying signal box with no windows. We made our way down the wooden steps

*Nick measuring out the new starting point of the Eastern Extension - David Reeve*



(still there in 2015) to the platform and pondered the demise of a railway. The track had been taken out underneath the bridge and a large expanse of concrete poured to form a raft foundation. An array of large-cross-section timbers had been placed between the raft and the underside of the bridge deck to strengthen it. Some track remained between here and Wickham Bishops, and two small lads succeeded in lifting an axle of a permanent way maintenance trolley onto the rails, pushing it up the gradient for two more bridges, and controlling it back down the hill to the Halt again. We then scarpered without anyone seeing, fearful of an awful telling off or even involvement with the Police had we been caught.

Then on another day the track had all gone. The sight had a profound effect on me. Had my pal and I inadvertently made the last rail movement along the Maldon to Witham branch line?

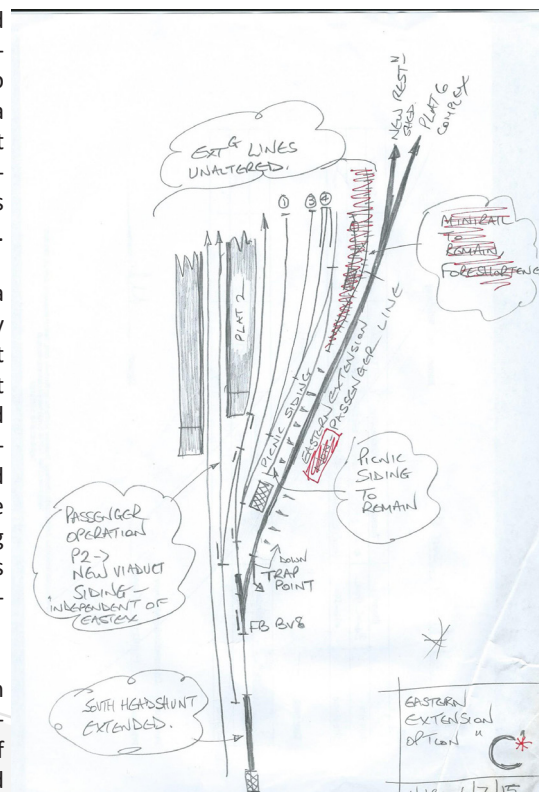
A few years passed and I took out a subscription to what is today the EARM. Having done a couple of terms of metalwork at school I wondered at all the fancy mangles in the Goods Shed and the people doing the mangling, each making Something Important to fit to a steam locomotive. They never seemed to have time to show me what they were doing and to help me to help them. So eventually I wandered outside and stumbled across an eccentric and likeable individual by the name of Fred Youell, who was tackling, single-handedly, an enormous pile of track components. Fred welcomed me joyfully and soon had me

on all manner of spanners, hammers and crowbars, actually laying rails and doing Important Stuff. This was good. So much so that nowadays whenever I see a trackbed with a pile of track parts I can't stop wondering what I can do to help assemble it all. Whatever malady it is, it is infectious, it is chronic, and it is terminal.

A few years ago, the Museum bought a field. Ian Reed approached me excitedly with some initial thoughts about what one could do in a development – to "get out of this site", as Peter Thompson had so simply put it. We could have this building there, and that thing over there, and would it all go together and could we join it all up with track, that sort of thing – just arm-waving and pointing at this stage, just planting the seeds and watering them to see what might come up.

Track extensions at Chappel have been constrained by the shapes of the embankments and cuttings, the proximity of the Sudbury line at Spring Gardens Road bridge, and the S-curve in the Sudbury Drawing showing the amended track layout in the yard.

An afternoon with a camera, a tape measure, a Surveyor's measuring-wheel, a pencil, a calculator and a pad of scrap paper revealed two main options. The first involved around 2000m<sup>3</sup> of earthworks to build a tightly-curved ramp down from the present site to the southern edge of what was the orchard, heading towards the south-east along the southern edge of the new Stores building,



then taking a second curve to the left, almost a semicircle, to join end-on with the track currently in Platform 6 and possibly some new track for Platform 5. There was no need at that moment to consider the future of the demountable buildings in the East Field. An arrangement of junctions and turntables would be needed to gain access by rail to the western face of the New Restoration Shed [ NRS ], towards the southern edge of the East Field. The second scheme was a bit more involved. The gradients came out at 1 in 64, which is gentler than the 1 in 55 main line at the south of Platform 2. Given that the Model Railway and Education Classroom [MREC] had been finally located, the NRS would occupy a plot to the north west of the field instead, with direct rail access from the south west. There would need to be about 4000m<sup>3</sup> of earth-



*The route across to the Orchard over the Mini Rail -  
Nick Ridgway*

works this time to form embankments and cuttings to get the track in, and there would be a line into the far north east corner of the field, right up to the site boundary, with a reversal into Platform 6, which means ground frames as minimum and maybe some signalling. There would still be curves, though these would be more like the one



outside North Box in terms of radii and all the existing stock passes round this sort of thing correctly. By this time most of the demountable buildings would be gone to provide space for the NRS.

Ordinarily with a new-build railway, the earthworks come first and the track comes second, being designed and selected to fit the earthworks. The Museum doesn't have the potential of unlimited expenditure on track components so it behoves the Designer to apply Tidy-It-Up-Technology and use what is already to hand. It all needs to be catalogued and laid out for selection – a nice voyage of discovery for a couple of people who like lifting large lumps around the site – and any missing chairs located and installed ready. There is also a need to catalogue all the remaining unused plain line materials so that future shopping lists can be reduced. Space is tight in the East Field, and an East Headshunt would need to be of comparable length to North Headshunt, otherwise nothing much would be able to get into and out of Platform 6 line and the

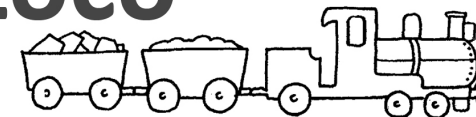
prospects of a station-to-station service would recede. Extending South Headshunt also becomes a necessity.

*Nick's article to be concluded in the next issue of Stour Valley Steam – Editor.*

*Where it all ends up - Platform 6 adjacent to the Heritage Centre - Nick Ridgway*



# Pete Martin's Plumb Loco



Like a cast off worn-out toy, Christmas once again becomes a jaded memory where the average shopper morphed into a Jekyll and Hyde character by taking leave of their senses to queue for an hour or more successfully to jam every supermarket car park - even at 10 o'clock at night. Oh what joy the festive season brings, with the race to the nearest "Mothers and Toddlers" 4x4 parking space descending into a blind and panic-stricken frenzy to empty the contents of every supermarket shelf - a scenario soon to be repeated at the January Sales.

With the great British tradition of queuing as seen at our record Thomas / Santa weekends in December, one wonders how many of those that complained about our queues, created their own mayhem at their local supermarkets over the Christmas period. Bet they didn't write to Trip Advisor about that.

We retreat to our own oasis half way up the side of a hill in Essex, where the intensity of the successful Christmas period has ebbed like an outgoing tide, leaving fellow participating members to lick their wounds and reflect on the year gone by.

So now, Dear Reader, here is a brief look into the sweepings of the ash pit and the goings-on in the workshops. Well, the N7 is back and is progressing with a cosmetic job, but currently Robby V is engaged in a refresh of the TSO to prepare it as the catering vehicle for the coming season. We are still open to suggestions on what to do with the loco as far as its future operation is concerned. Remember

though, it takes more than money to get it going again - it needs physical input. So bring your spanners with you.

No.54 - alias Thomas - has performed well over the past year after its re-tube the previous Christmas. It is currently held for its annual boiler examination after the equivalent of a colonic irrigation; the fusible plug in the firebox needs moving. The reason for this is that the plug, which is a safety device in the crown of the inner firebox, is manufactured from bronze or brass. The firebox fabric is made of steel plate and an electrolytic reaction takes place with the plug. Whilst the plug is unharmed, the steel plate around the periphery of the hole into which the plug is screwed erodes away. This repair is a standard feature of many locomotive boilers of a steel construction and needs to be done at regular intervals during the life of the boiler.

Also included in the work are improvements to the vacuum system, involving repositioning of the ejector and pipework in an effort to improve its efficiency. The inordinate amount of time taken to create 21 inches on more than 2 coaches was becoming a bit of a challenge - especially when it is hired to other users who have struggled with its foibles.

No11, the ancient Barclay product, celebrated its 110th birthday with its rather sudden return to steam having been press-ganged into action after we failed Jubilee in November with distressed tubes. This loco has since been stripped in record time and has had its 10 year boiler exam bought forward and a



new set of smoke tubes fitted. It is currently awaiting an hydraulic test with a view to it emerging as Percy, another Thomas character which will make up for any shortfall in hirings of Thomas himself as other contenders emerge on the market.

Work on Lampport No.3 proceeds with the removal of stays to enable removal of the inner firebox - which was acknowledged as life expired when we bought the loco. That's why we got it cheap. Well, sort of.

Toby the Tram with its broken Albion 900 engine is still broken. Having expended a vast amount of time and effort trying to source non-existent parts, we're now getting them made. The cylinder heads have been rebuilt and await collection, but the thought was that whilst it was in pieces, we might put new big ends and main bearings in it. We located a new original set of big end bearings and mains and they are seemingly the only ones in the world. Unfortunately the only main bearings obtainable are 10 thou oversize so the crank has got to be removed and reground. Now what we want is the time or someone

to take it apart to get the crank out. Any offers? "Ahh!", I hear you say, "Why didn't you just put another engine in it?" Good question, but one has to consider the facts that you don't know what you are buying unless you see it running, and then you've got to alter the drive train and the mountings. When you weigh it all up, it would be more expensive than trying to rebuild the original - and are we not in 'preservation of our heritage'? The Albion and Leyland fraternity would be pleased if we did.

Repairing these old diesel engines in preservation is going to become a challenge to many as time goes on. Your average preserved DMU or Class 37 once survived on a friendly railway depot with a ready supply of parts. However, as the depots have gone and any other source of parts is drying up, one can envisage a lot more having to be made - probably in India or China. Our valves were made in Serbia! I did locate another 900 series Albion engine lying on a farm in the locality, but typically the farmer wasn't interested in selling it. In fact, it shows that no farmer is interested in selling anything, hence the profusion of forgot-

ten cars, broken tractors and combines seen in barns and odd corners of many farmyards. They just go out and buy a new one with their EU grants!

Following Alex Walford's untimely passing last year, we owe it to him to refresh his vintage Barclay diesel, AMW 144. Signed over to the Museum a couple of years ago, this loco was the first diesel loco to arrive at

Chappel way back in the early days of the Museum, and Alex got it running. It saw limited use due to the recalcitrant Ruston Hornsby donkey engine compressor used to start it, but thanks to John Smith a more reliable replacement was recently procured and it's now more user-friendly. Another John and Dave joined Robby V in painting it and polishing all the brass, and the loco looks resplendent in Royal Blue and is a credit to their efforts. It has smartened it up and is now presentable for use on our "Driver for a Fiver" days.



*Works continue on the Railbus - David Reeve*

Work on the Waggon und Maschinenbau railbus E79963 progresses. Having got as far as we can at present on the North End passenger compartment, the focus of attention now sees the completion of the major welded repairs to the South End floor structure. Brian continues with the construction of another replacement control desk and attention to the wiring and demister system, whilst installation of the new plywood floor panelling has commenced. These vehicles must have been interesting to build in the first place with the profusion of self tapping screws used in the cab ceiling panels and other areas. This adds to the challenge of reconstruction as most have rusted in or snapped off. Being built from reconstituted Tiger or Panzer tanks, the steel structure is of high tensile quality and drilling holes in it to refit internal fittings presents a challenge in the number of drills it takes to drill one hole. These German built vehicles represents a major step change in railway technology, cost-effective construction, and were probably the first vehicles to be built by a foreign contractor for British Railways after nationalisation.

So - and for the more discerning - what is a fusible plug? No it's not an electrical device rated at 13 amps. It is a sacrificial warning device to alert the crew if the crown or roof of the inner firebox becomes exposed to ex-

cessive heat. The core of the plug is leaded, and normally is covered by the safe working level of the water contained within the boiler. Should the water level drop to a dangerous level exposing the plug core, the lead melts and the resulting jet of steam is an indication of trouble and the fire should be thrown out immediately. On the railway in steam days, it was a cardinal sin to 'drop a plug'. The crew should have recognised impending doom long before that, and under normal circumstances the fireman controls the safe level by use of the injectors. If for any reason these fail - or they run out of water in the tank (not entirely unheard of), then the fire should be thrown out at a point where there is still sufficient water in the boiler indicated in the gauge glasses on the backhead.

Right, now you're clued up, I've kept Hon Ed. waiting for this so I'll move on. That's a taster so why not come down and learn more. There is a host of things we can show you where you can become more engaged in what we do - and it'll save me rattling on about it!

See you soon?

*AMW after the works - David Reeve*





## Team Wednesday Update -

As the weather gets colder, we look back on the achievements of the summer before the rain set in and made outdoor jobs almost impossible.

*By Jeff Kilpatrick*

Once again the team has grown in numbers, and we are getting near to the point of needing two sittings for lunch – it is heartening to see new faces and to hear fresh ideas (and not just on the way the country should be run, although we do seem to have some answers there if anybody cares to listen!)

The P/Way store-cum-ground frame at the south end of the site was finished and the team moved on to building a news kiosk by the exit from the miniature railway. Before work could be started, the exit steps had to be re-aligned, as it has for a while been a concern that those steps faced the railway so that anyone descending them quickly was likely to wind up on the track. As long as they were used only as an exit this was just about tolerable, but of course we must always keep in mind the possible misuse by the public, and a change had to be made. Now they are parallel to the track, and so much safer. The kiosk

*The Kiosk is now part of the Street Scene -  
Lawrence Beeching*



duly got built, triangular in shape and forming a neat northern end to the row of shops that have become a feature of the Living History events.

The kiosk was finished just in time for the building team to be re-assigned to a task that is proving to be their biggest challenge yet. A sectional building of substantial dimensions, intended to provide classrooms and associated facilities for Museum use in one half, and to house a model railway society in the other half, was delivered to site in sections; once re-assembled the amount of interior refurbishment work that was going to be needed became apparent. Now this job is occupying a large team, as rotten and decaying walls, ceilings, fixtures and fittings are removed and replaced. This one looks set to run and run, but at least the workers are inside – they're not warm, but at least they are dry (so long as they avoid the leaking bits of the roof – that's being attended to as well).

The other major job that was ongoing when we last reported was the wiring of the new storage shed. Once that was completed, the whole building had to be made more fire-resistant by filling all the gaps between bays in the archive store, a slow and messy job which those involved were glad to see the back

of. Now the curatorial team have a new and more appropriate means of storing and securing the myriad artefacts in the Museum's possession.

A small group of our members has begun to carve out a role for itself as carriage and wagon specialists. This is the team that had worked on the LT&SR compartments and then the NLR brake, followed by the 5-plank wagon. Next they tackled the BP tank wagon number 5474, with a cosmetic makeover which has yielded a very smart wagon for display in the yard. Now they are busy repairing the depredations to Toad, completely rebuilt only a few years ago but already showing signs of weather damage. New end cappings for the roof and a partial repaint will enable this useful vehicle to be kept in service to help control the "Troublesome Trucks" on Thomas event days.

We are fortunate to have a retired pattern maker among our number, and what he can't do with a chisel probably can't be done at all! His contribution over the last few weeks has been a box to house a defibrillator (a welcome addition to the first aid capability on site), new door panels to replace those missing from the guard's compartment of the BS (which still awaits work to the roof to keep the rain out before we move in to re-paint) and a set of new steps for the Mark2 coach which now await fitting once the coach is more accessible.

Our team of dedicated varnishers finished their programme of ticket dispensers for the Passimeter office and panels from the BCK, and has now moved on to another bench for use in the Goods Shed; with any luck it will be ready for the AGM in spring 2016! And there's a locker being built to house the dozen-or-so tables that are sometimes wanted in the Goods Shed or the classrooms, but which spend a

lot of time awaiting use – this job has taken a long time, in part due to the main protagonists being regularly diverted to more pressing jobs, but it will get done eventually!

Among the running repairs, there have been numerous electrical repairs and replacements, the Thorpe-le-Soken panel and the inter-active loco cab both seem to need regular attention, particularly after school visits, the running-in board on Platform 2 has had yet another re-paint, and Storm Desmond took out the Heritage Lottery sign which has had to be strengthened and re-fitted. Following complaints that visitors on busy days couldn't find the "facilities" a new sign was made which, on event days, proclaims "TOILETS" in large letters (visible from 100 metres away – we've checked) but when they are closed (non-event days) more modestly indicates "Restoration Shed" – a masterpiece of ingenuity in this Information Age, and probably even more helpful than providing an app for their mobiles indicating where the loo is to be found.

As ever, there's a lot still needs doing, and as the existing team gets older and slower, new blood will always be welcome.

*Tony Foster, Paul Daines and Mark Evershed working on the new end cappings for the Toad's roof - Lawrence Beeching.*





## The New Archive Store -

That big building in the bottom end of the former Orchard is more than just a home for the double decker bus.

*By Mike Stanbury*

Following completion of the new Storage Building last year, contractors were employed to erect the blockwork to divide off the secure archive and artefact store from the main building, and erect the partitions for the separate storage rooms, giving us a total floor area of approximately 1500 square metres. In the autumn, after electrical fitting of each room, Kevin Watson installed the necessary fire doors and the walls were emulsioned by Rob Varletta. Then the store was handed over to the Curatorial Team and the job of transferring everything from the life-expired High Marnham building started. There is a separate office in which Peter Robinson installed a computer enabling us to access the curatorial records.

Curator Jaki Collison had a master plan, which was started off by ordering a quantity of self-assembly racking (see picture) After these were erected by Team Wednesday members, the transfer of artefacts started room by room, from the old store. As items were transferred, Jaki took the opportunity to check whether they were in fact listed, and they were ticked off and their new storage area noted, in accordance with Accreditation standards.

The store is divided into four separate rooms, entering by double doors from the main shed into the Reception area, followed by Signalling and Electric, leading into Textiles, then

into the Paper Archive and Library. One of the main problems was sorting out the environmental parameters; for instance a constant temperature was required, with humidity between 50 & 60 per cent. A monitor was fitted in the Paper Archive room; as it is a new building the humidity reading was way over the top, but the use of two dehumidifiers is bringing it down to manageable levels. Needless to say, the whole store is protected by fire and intruder alarms.

Transfer of the artefacts continues, but with the possibility of a deadline approaching in the light of development of the area and demolition of the High Marnham shack (for want of a better word!) this transfer may have to be hurried up, so if help is needed, be prepared to be asked to roll up your sleeves and lend a hand !

*The Electrical Section of the Archive Store -  
Mike Stanbury*



## The EARM Records Archive

*By Graham Wing & David Reeve*

Following our appeal in the last issue of the Magazine, we have continued to receive fresh donations of paperwork from members. We offer our thanks to all who have done so.

Thanks to the generosity of his Executors, this includes a substantial collection of files from the estate of the late Les Houghton. Les held many senior offices during earlier years of the EARM and its predecessor the Stour Valley Railway Preservation Society so they represent quite an important collection of material. These files are currently being collated by us.

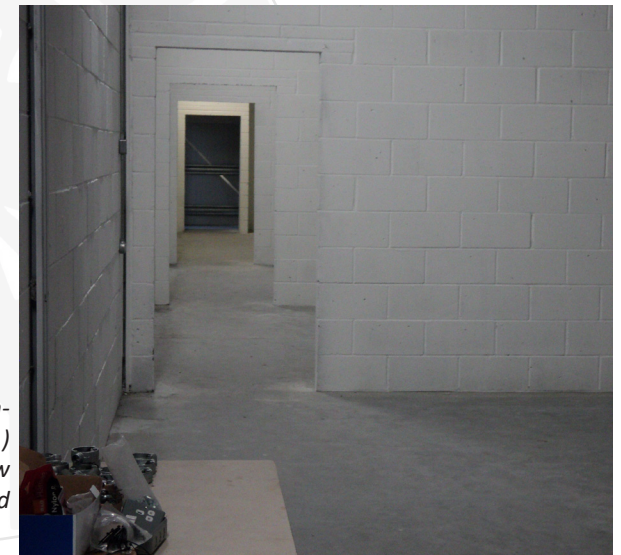
The priority has been to get the Minutes of the various parts of the organisation into shape as they hopefully record the main decisions which have been made over the years. Other areas are following as time and space allow; Marketing & Publicity and Estates come to mind.

As well as the conventional administrative filing we have come to realise that many far-flung parts of the organisation have their own stash of items which could be construed as "filing".

It may be a while before we can get to you, but there are many advantages in letting other parts of the Membership be aware of what we collectively hold.

We have one particular appeal to make. Both from the archiving point of view and to help with publicity we are anxious to build up a collection of publicity material dating back to the earliest days of the SVRPS. If you have any such material please let David know or leave it in Reception "FAO David Reeve." Alternatively, they could be posted to the Museum, but please make it clear that they are to be considered as archiving material.

*Not a prison for disobedient members (it isn't big enough for that.....)  
- The Curatorial Archive in the new  
Storage Shed before being kitted  
out. - David Reeve*



## Braintree & Halstead MRC -

We have arrived on site with all our goods and chattels but as yet we are not up and running.

*By Peter Ward*

Our layouts are broken down into manageable board sizes. The new building which we share with EARM is taking shape. But who and what are we? Well!

Braintree Model Railway Club dated back to the 1970s and had an enviable record of building layouts in OO Gauge and exhibiting these around the South East. In addition, for many years, an Exhibition of Model Railways was held at Braintree Town Hall, providing a great opportunity for young and old alike to both admire the models and maybe get involved in a creative pastime, like so many thousands of people around the world. In the past two years we have revived the Exhibition which is now held on the last Saturday in June; not in the Town Hall but in the Bocking Arts Theatre. [See poster - £1 off admission price for EARM members with card]

It became necessary for the Braintree Club to change premises in the early Eighties. A new home was found in the old Brewery Loft at Trinity Street in Halstead and although this was in very poor repair, it served Halstead and Braintree Clubs for more than 10 years. We became Braintree & Halstead Model Railway Club in 1990 by amalgamating the two clubs. The sale of the club premises for development forced the new club to look elsewhere.

The time had come to take matters in to our own hands, and funds started to be raised by trading in second hand model railways. When the Model Railway Club enquired of the Colne Valley Railway management about a possible space to relocate their lay-

outs from Halstead, they offered us a vintage coach as a home.

The coach was originally built in 1948 by the newly-nationalised British Railways to an existing London Midland & Scottish Railway express parcels van design. These vehicles were deployed as luggage vans, pigeon vans and eventually as postal sorting tenders. Indeed, a coach similar to this one formed part of the Travelling Post Office train which was notoriously robbed at Seer Green by the Great Train Robbers. Under British Railways, these Corridor Full Brake vans were converted for the transportation of overnight newspapers and designated NPV's. When the NPV fleet became obsolete many were converted for use in Engineers Trains, and became stores vehicles, weed killing trains and breakdown train tool vans. This coach was withdrawn in 1982 and purchased out of traffic by the CVR, for use as a mobile Machine Shop. It had recently ceased this role and had been cosmetically restored, so a price was agreed and the coach migrated to a siding. Internal and external restoration work had to be undertaken by the small band of volunteer model railway club members. Numerous other jobs were also undertaken in order to prepare the vehicle for regular public opening.

As the club membership grew and extra space was needed for layouts it became necessary to purchase a more accommodating building; this was a modular building 42ft x 20ft in size. Unfortunately the CVR were unable to find space for us so we were on the move again. Not far this time, as we moved to Yeldham Transport Museum - just two miles away-

which we shared with buses, railway coaches and other assorted vehicles.

Shortly after the move, and with layouts being positioned and new members becoming involved, it was a surprise to us all that even this space was not big enough, so once again the hunt was on for a new home. We kept in contact with our existing building supplier who had found various suitable buildings. Then down the grapevine we heard that EARM was looking to start a model railway section. Discussions took place, buildings were reviewed, and the rest as they say is history.

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## 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:

Alan Baker, Matthew Barnes, Ian Bates, Daniel Brown, Anthony Clarke, David Cope, The Drew Family, Robyn Dunn, Paul Eley, James Englefield, The Fortescue Family, Adèle Gibbons, Anthony Gibbons, Antony Gray, David Honeywood, Francis Hughes, Shirley Hughes, Nicholas Hunt, John & Lynn Lodge, Paul and Paula McLoughlin, Paul Mudge, Robert Owen, Robert Percy, Lawrence Rose, John Schofield, Lynne Schofield, Ronald Snuggs, Michael Stoker, and Norman Tenner.

Unfortunately, we have to record the death of founder member Trevor Martin. His obituary can be found elsewhere in the Magazine and our sympathies go out to all his friends and family.

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 members who have completed a Gift Aid form as this enables the Museum to reclaim the tax on their subscription.

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.

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### A WARNING FROM THE CHARITY COMMISSIONER

A new scam to be aware of is the telephone call or email asking you to change the bank details for your regular payments to charities, perhaps including EARM. The caller will tell you that the charity has changed its bank, and will give you revised details for future regular payments. They've got your details by hacking the charity's website, and of course the new bank account they are telling you about is theirs, not the charity's. ALWAYS check directly with the charity concerned by calling them yourself – don't trust a caller "out of the blue" and NEVER give your bank details to a cold caller. Be assured though, the EARM does not hold any of your details on its website.



## The Living History Group -

Find out more about the idea behind the special days which are planned for 2016 from the Living History Group

The purpose of the Living History Group here at the Museum is to enhance the aspect of social history through the use of interaction and visual display. Our aim is to host a selection of different themed days throughout the calendar year; focusing on different periods of time (mainly modern history). Our Group is separate from the running days events held by the Museum, so we are in effect using the site as a venue.

Our themed days will not be classed as “events” but purely as extras on normal Museum Days. This means that no Museum standard gauge trains (but maybe miniature railway ones) will be running on these days. This may seem like a loss on the day; however it enables us to bring other aspects of the Museum to life.

The Group’s particular interest is the period street scene located in the yard. We have been given the go ahead to enhance and develop this feature, and intend to make extensive use of this area on the themed days. Our policy is achieving results for as little expense as possible, so our days will involve minimum outlay and little cost to the Museum, which would ultimately benefit from our activities.

As a Group, we welcome any ideas and suggestions to enhance these themed days. Better still, why not come and join in and learn about different aspects of everyday life from a bygone era? Be sure to contact us as soon as possible so we can collate any ideas and suggestions for the New Year.

Our objectives are to promote the Museum, educate, demonstrate and most of all to have fun.



If you are interested please speak to Kevin Watson, Rob Varletta or Chris Hoser. We look forward to hearing from you.

*A scene from the Fighting Forties event in 2015 - Darren Johnson*

## 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](mailto:svs@earm.co.uk)*

### HELLO AND GOODBYE

More changes with the employees leads to more hello and goodbyes this time, first of all we say farewell to two employees, Rosie Pallant from the VRC has departed to follow her interest in photography, heading to a photographic company in Manningtree, and Marketing and Events Manager Justyn Keeble left us at the end of his contract.

We welcome Neil Temlett to the VRC team, we hope that everyone will help Neil settle in well and offer their support. Neil has some good idea for improving our offering in the VRC to our visitors and looks forward to the positive results this will make to the Museum.

### SIGNALLING UPDATE

Since the signal gantry was overhauled last spring, work has continued on it, and by Easter there will be a calling-on arm to signal trains into Platform 2. The lighting and spectacles were completed in time for our Days Out With Thomas and Santa and performed well throughout December. Improvements to the level crossing are also due to be completed by the Easter Bank Holiday, with the fitting of a second new gate alongside repairs and improvements to the crossing surface.

### PERMAQUIP HIGH CAPACITY TROLLEY

Built in the 1980s for overhead line maintenance, our Permaquip scissor lift platform has languished in the yard for several years. It is now back in the Restoration Shed for an overhaul, both mechanical and cosmetic. Reaching a height of around 6m and with a top speed of 40mph the HCT is a capable beast providing it can be made to go along. The plan is to utilise the machine for signal maintenance, but it will also make an interesting exhibit in its own right. If anyone out there is harbouring a secret knowledge of hydraulics, please come and make yourself known!

### NEW ADDITION

Wandering around site you will have spotted the display board by North Signal Box about the Polish Princess, Her Royal Highness Princess Madelein von Dembinska, who operated the Rodbridge level crossing. A donation to the museum, on display, is the ‘Occurrence Book for use by Crossing Keepers’ from Rodbridge crossing and contains comments from her Highness. Below are some extracts. A PDF copy of the book is available.

*5.0pm 4th August 1964. Requested a youth, Alan, to remove himself from B.R. land by river from where he was fishing. He did so finally.*

*20th Sept, 1965 @ 13.45pm. I saw six heifers (black & white) on line on the further side of the railway bridge over the Stour between it and Long Melford station. I telephoned the signalman who reported the matter as the animals had got over the farm fence. The goods train proceeded at walking pace to come up over the bridge.*

## The Marsh Volunteer Awards -

A special award to the Museum to highlight some of the successes with the Living History programme and other developments.

*By Duncan Reed*

The Marsh Christian trust was established in 1981 by Brian Marsh OBE, and has two main areas of work: Grant making and the Marsh Awards.

The Marsh Awards are a programme of awards set up to recognise unsung heroes across a wide spectrum of activities; from conservation and heritage, to social welfare and the arts.

At a small ceremony held at the British Museum on the 28th September 2015, a few members representing different areas of the East Anglian Railway Museum attended the event. I am pleased to say the Museum was the winner of the Marsh Volunteers Award for Museum Learning in the East of England. The award was presented by a representative of the British Museum and Brian Marsh OBE,



and a cash prize of £500 was received on behalf of the Museum by Ian Reed.

The award was given for our work in the Living History events, and recent site developments for education, made possible through the Heritage Lottery - funded projects.

There is no doubt that we would not have won this award without the hard work that both volunteers and paid staff put into the Museum. I know sometimes the work we put in feels like it goes unnoticed, but when everyone's efforts comes together in segments for different projects, it does make a difference, and makes us the award-winning Museum that we are and will continue to be.



## It's a Small World -

A Day in the Life of The Chappel Minature Railway.

*By Keith Chadwick*

The cold, clear light of a new day dawns over the rolling hillsides of North Essex, the rising sun a fiery disc that burnishes the cloudless sky with a golden glow that augurs well for the prospects of a fine day to come, and awakening birds fill the air with their burgeoning song. It makes one feel privileged to be up and about while the majority of the populace are still wrapped snugly in their beds.

Actually, it's more likely to be bucketing down with rain or blowing half a gale up the valley and the birds - if they have any sense at all - are like the rest of the world, still soundly asleep leaving you to consider whether you are merely stupid or certifiably mad to be doing what you are doing when the alternative was to be warm, dry and comfortable under a duvet! It is only mildly comforting to glance along the site and realise that you are not the only idiot in the world; the first drifting tendrils of smoke from a locomotive chimney bearing testament to the fact that there is at least one more numpty up and about. Ah! Another day of fun and frolics at the Museum means an early start for some, so that the first visitors can be met with some semblance of order and organisation and possibly a train or two ready to entertain them at the given time (no, this ISN'T a fairy tale!). Once upon a time (alright, perhaps it is) as far as the Chappel Miniature Railway was concerned in those far off days when it was known as "Minirail", such concerns would not fall upon its staff in preparing to greet customers as all could be made ready fairly swiftly. However, those times are past and after a long absence, steam locomotion has once again become available and steam locomotives, even little ones, require some preparation before they

can perform and thus, like its big brother at the Museum, the need for earlier starts has been thrust upon the little railway.

Not unreasonably perhaps, many folk will be of the belief that the smaller the railway, the less time needed in preparation and yes, to a degree that is true but the decrease is not proportional, by reducing the size let's say to a half, you do not reduce the amount of work needed by half. Indeed, when you get below a certain size or scale, the amount of work needed in preparation actually increases pro-rata. Like the big railway, before any trains can be run, regardless of what form of traction is pulling them, the track must be walked and fully inspected and here it is worth remembering that any small stone, bit, or forestry that would be crushed or pushed aside by big brother might easily derail or damage it's smaller sibling. In a way, therefore, this inspection has to be carried out to a more exacting standard. To prevent unauthorised meddling, the points are padlocked when not in use and the track walk is the ideal time to remove them so that there isn't an embarrassing moment later on in the day when one tries to move a padlocked point (yep, talking from experience again!). It has to be said that although this inspection must be completed before the first train is run, it can be carried out at a more civilised time and in itself doesn't demand that one should be on site at some unearthly hour, that need purely being down to those inconsiderate steam locomotives that need cossetting and wheedling into life—ah for those good old days of all battery traction! (No guys I jest, honestly!).

So, after throwing open the shed doors to





*Josh and Malcolm prepare Suffolk Punch for Service - Keith Chadwick*

greet the bracing morn, the selected locomotive is trundled outside ready to receive some loving attention; provided of course that nothing else is parked between it and the freedom of the Great Outdoors. This was a situation not unknown in the past and one that was greatly exacerbated by the minimal use of point work on the shed apron (which has happily been addressed in recent times by the inspirational provision of a handy turntable). For the sake of brevity we will assume all is well and our loco is now sitting outside ready for some serious preparation. By now the world is bursting into life and a whole host of helpers have materialised to make the life of the early riser much easier (so, this really IS a fairy tale after all!) and while the steamer is inspected for any visible faults and the boiler is filled to a suitable level, there will be a general atmosphere of hustle and bustle. Meanwhile others prepare and inspect battery locos (or perhaps even the petrol monster) and rolling stock, make up trains and if it hasn't already been done carry out that important track walk. Oh, and when this has all been done, those responsible will remember to fill in the relevant records won't

they? Yes—right!! Meanwhile all has proved hunky dory with our steamer, the fire has been lit and it is now surrounded by an enthusiastic team of cleaners willing to spit and polish, rub and scrub and generally bull up. In reality again it is more likely to be our lone body carrying this out in between tending the fire and oiling round and as realistically there is a limit to how many people can com-

fortably gather around a small steam loco. In many ways it is better left to one person to carry on unless, of course, help is asked for when it should be willingly given.

By now time has moved on and soon the public will be flooding on site expecting to find us ready to serve and so we should be, shouldn't we? Anyhow, a train propelled by battery or perhaps petrol traction will be dispatched to the main station in good time having first completed a test run along the length of the railway, the signal box will have been opened, points and signals checked ready for the gates to be thrown open in order to welcome the throng waiting to descend on our platform. Perhaps on a good day, the kettle will have already boiled and our steamer will be ready to run the first train in which case a battery or the petrol loco will still be readied as a standby. In any case, even if not in use these things are far better out on view to the public rather than being shut away hidden out of sight like some naughty secret. Our public do like to see something as they enjoy their journey along the line so let's give them

something to see!

So now we settle down to do what we are there to do, run trains for the delight of our visitors whilst at the same time trying to retain our good humour when the same remarks and jokes like, 'Oh isn't it small, will it pull me?' or 'Hope you've got a crane to get me off of there when we get back' are repeated at regular intervals throughout the day. Sometimes we run just one train but then again we might alternate between two, just to give drivers a bit of a breather between runs on busy days while at the same time offering visitors the chance to ride behind differing modes of locomotion but sometimes indeed, we change trains around just because we can - thank you very much! It has to be said that a train on such a narrow gauge as that of the CMR is not the most comfortable thing to sit on nor is it particularly easy to board or disembark and for the ladies especially at times dignity is almost compromised but the vast majority of our visitors not only seem to cope well enough but often find the situation a source of great hilarity—well, at least they seem to enjoy themselves! On a day when there is a constant flow of intending passengers, there is a minimum requirement for

three staff, a driver, a gateman to control access to the platform and someone to actually supervise the loading of the train and give the driver the right away when ready. Of course to allow for breaks we really need more than three bodies and on some days we have been hard pressed to keep those positions covered and run trains continuously, the only way of achieving this having been by some staff not taking a break (although they may have rotated duties) and that is not an ideal position to be in. What I'm trying to say is, are there any more volunteers out there?

As the golden orb of the sun begins its slow descent through the western sky, another day of entertaining the great and the good reaches a zenith and passes on towards a close. Trains run less full and less frequently until comes that moment when content that duty has been well done, the man whose decision it is declares, 'That's all folks', and shuts the gate for the last time. Now comes the time to put the railway to bed for a well-deserved rest where it can slumber peacefully until the next occasion when it is called into action. Rolling stock is put away, the passenger stock being housed in the tunnel/storage facility while the battery/petrol locomotives

are disposed of fairly easily, provided the day hasn't thrown up any defects that demand immediate attention. Batteries are put on charge and those record logs are updated as necessary. Someone who is stupid enough not to look as if they are busy has to go out and ensure the platform gates have been locked, the booking office door is shut (even if it hasn't been used for its purpose, it gets used as a staff refuge and storage facility) and the padlocks are

*Frederick in Service on an Event Day - Keith Chadwick*



replaced on all the points. Once all this has been done it is time to lock up and go home at last isn't it? Wait a moment, haven't we forgotten someone?

Whilst all around people are closing up, locking up and giving up, the man with the steam loco is still working. Not for him the drive into shed, turn off, disconnect batteries and attach to chargers, shut door, go home. Oh no, for him it is more like fill boiler, rake out fire, blow down boiler and gauges, dispose of rest of fire (making sure it is damped down so that it can cause no harm to man, beast or buildings) and if not being used for some time, draining water tanks. There are other jobs to do but as these can't be done with the loco still hot, they will have to wait for another day. Eventually with all this taken care of and the loco in a condition safe for storage, it can be wheeled indoors and with a sigh of relief, the driver can then shed his responsibilities along with his overalls and finally consider the day over. Always providing, of course, that the locomotive has been good, well behaved and doesn't require some immediate clubbing with a hammer in order to return some recalcitrant part back into its proper position!

And so it comes to pass that as the countryside lies bathed beneath a silvery lake of shimmering moonlight, the stars sparkle like cut diamonds on a background of black velvet and owls hoot mockingly in the stillness of night, our man finally shuts the door to the engine shed and as the lock clicks shut, he reflects on yet another successful day in the life of the Chappel Miniature Railway. Satisfied with a job well done and glowing with the contentment that can only follow from a day competently manipulating a miniature steam locomotive he sets foot towards the exit and home. Day is done, night has come, and all is right with the world!

## Chappel Miniature Railway Appeal

As you are aware, the Miniature Railway at Chappel has been a very popular attraction for many years, both in its original location on Platform 2 and now alongside the orchard. It has developed greatly, with longer running lines and is now signalled, thanks to the dedication of a small team of members. Offering steam, petrol and battery locomotives, it is not just for children: many adults like to ride on it as well.

As well as steam days, the railway also operates on summer weekends and on Wednesdays in the school holiday. It is also popular with some wedding parties who hire the Goods Shed for their reception. With the small team at present involved, this can occasionally lead to situations whereby we are unable to operate on a day, purely because we have insufficient people available to act as back-up in the case of last minute alterations.

We would like to extend an open invitation to all members to come and see what the miniature railway does, and how you could potentially help and expand the team. You are welcome to speak to the staff on any operating day about what is involved.

At the time of going to press an Open Weekend on Saturday 5th and Sunday 6th March was being arranged. Feel free to turn up on either (or both!) days and learn more: if you would like to put your name down in advance please let Rob Boyce know at [rob.boyce@earm.co.uk](mailto:rob.boyce@earm.co.uk)

The Miniature Railway team are a friendly group: you will be made most welcome.

## The View from the Top -

The General Manager gives us a rundown of what's been going on since Stour Valley Steam 159 was published.

*By Ian Reed*

I have given up regarding it as being a view from the top after sorting out the sewage pumping unit just before Christmas as I could not find that in the General Managers job description! The reminder from the editor makes me wonder where the past six months have gone.

The most visible change over this period has been the arrival of the demountable building originally

going to be for the Braintree and Halstead Model Railway club (BHMRC) at no cost to the Museum but then subsequently expanded to incorporate the same space again for the Museum. It seemed too good an opportunity to expand our covered accommodation and help get rid of our 'Portakabin City'.

We have been using the various temporary modular buildings, collected and installed in stages between 2004 and 2008, as classrooms for letting out, Thomas shop, staff site toilets (never commissioned), storage and last but not least Archive stores. The latter of course has now been mostly cleared down to the new purpose-built Archive and Curatorial suite in the Storage building. The other buildings all need to go to create the space for the new Restoration Shed, of which more later.

So we entered into an agreement with BHMRC where each party was responsible for their own costs and they had use of their building for 25 years on the basis they made

a number of layouts accessible to Museum visitors 363 days a year, with the others accessible on event days when their members were around to open up and operate. We duly had plans drawn up and applied for planning permission,



*The new demountable building to house the Model Railway Club and additional Museum facilities.*

then building regulations, and shared the costs with BHMRC, the driver being that the owner of the modular building (ex Colchester Garrison similar to the Heritage Centre) wanted the building off his storage site to accommodate some lucrative deal with a bank for new portakabins.

Thus once planning permission was granted we immediately sought quotes for the groundworks to accommodate the building – expected in mid June – but timescales meant that only one contractor could mobilise that quickly and they had to start before the building regulation approval was granted. The choice was starkly to do that or accept the units on site for storage – with the attendant extra costs of making weather tight, and second movement once the foundations were available with the challenge of not really having anywhere to store them without being in the way of our normal operations.

Reluctantly we started site works despite previous issues over additional works adding significantly to the contractor's charges. Yes, you guessed it, instead of costing £15,000 for the groundworks they came out at £25,000



and the apportionment of this has still to be resolved.

Those who have visited site will know that the efforts of Team Wednesday are directed at getting the Museum half of the building into use as classrooms, exhibition rooms, public toilets and staff facilities to allow removal of Portakabin city. Unlike the Heritage Centre which was in excellent condition when it arrived and really just needed decorating and rewiring the new 'Thompson Building' despite being 10 years younger was found to be in poor condition due to lack of adequate waterproofing whilst in storage.

We finally have a waterproofed building with half of the Museum side approaching useable condition but with major works still needed on the toilets and facilities sections. The BH-MRC have made very significant progress on their half of the building with new plaster-board in place, lights and wiring nearly complete and floor coverings ready to go down.

Elsewhere, the planning for the new restoration shed has been ongoing with major delays over the specification for the earthworks to bring the track down from the current south

▼ *The need for substantial earthworks is clear from this photo of the position of the new shed*



stops to the new shed position. We are currently having to commission soil investigations as the original plans for retaining walls proved too expensive to take forward and we now need more extensive earthworks to accommodate the track-work which in turn have to be capable of resisting the 1 in 100 year wet conditions that so recently have become 1 in 5 year events!

The full set of drawings for the shed and associated earthworks are ready for full planning application submission but no work could start on site, even if this is granted without the usual delays caused by local objectors, until the earthwork designs have been signed off. Quotes will then be sought for the earthworks and according to the responses a timescale can be set according to how much finance we will still have to raise above our original budget value which was put on reserve at the beginning of this year.

Moving on from the major projects we have still had many smaller projects to advance, not least the provision of ducts for the undergrounding of the high voltage overhead line and transformers on the fields to the west of the Sudbury line which we purchased three years ago. Work is now advanced on the new substation installation and underground cables which also allow us to finally increase our electrical supply capacity to meet peak demand on event days.

As part of the package we are selling the land where the new underground cables run to a community interest group so they can establish a footpath avoiding Bures Road; this follows the Wakes Colne Parish Council pulling out of the three-year-long negotiations for the same facility just as we were able

*This article is continued after the colour sections on page 27*



▲ A Visitor helps the Fat Controller open the Day Out with Thomas Event - Claire Moore  
Peter Robinson and Phil Ainsley lay temporary surfaces in the car park before the Santa Event on 19th December - Museum Facebook ▲  
▼ Ian Reed with the Marsh Award in September 2015 - Duncan Reed  
Winter Track Replacement in the South Sidings - Museum Facebook ▼







▲ The South Box P/Way Hut with Phil Leggett doing some painting - Lawrence Beeching.

▼ Ready for Action - the Chappel Miniature Railway ahead of the Small Trains Day 4th October 2015 -Museum Facebook



▲ Welcome back - the Museum's N7 69621 returns to Chappel - Museum Facebook

▼ Pete Martin and the Permaquip High Capacity Trolley - See Express News (page 15) for more information - Peter Robinson







▲ John Guy and Rob Varletta with AMW144 in the background, in its new blue livery - David Reeve.



► Jon Nutbeem serves the crowds in the Goods Shed at the Beer Festival in September 2015 - Chappel BeerFest Facebook.

◀ Eric Kay and Mick Judd of Team Wednesday with Ian Reed survey the location for the proposed News Kiosk - Lawrence Beeching



*Article is continued from page 22.*

to progress the matter.

We are effectively selling the land at cost, with our legal costs met by the other party, to allow the path and thus stop the persistent trespass that occurs on our fields. Hopefully this long running saga will be over by the time of the AGM; I can but hope!

Moving on to much more positive news we have seen not just our best year ever for visitor numbers since the late 1980s but the best December visitor figures in our 46 years at Chappel. The former were up around 6% on 2014 values whilst the latter were up 250% on the prior year. In fact again for the first time ever we had to put out the 'full' signs for all four days of the Festive DOWT days having sold all tickets in advance.

We proved that our theoretical maximum capacity was indeed our actual capacity and a number of areas are in need of attention before we handle such volumes again. Firstly, moving Thomas to operate from Platform 2 to enable three coach trains means extending the northern head-shunt, then installing water supplies on the platform, commissioning the BS coach to provide the third vehicle and widening the useable platform areas by reducing the garden area. Work is in hand on all these projects currently.

We will need to improve the throughput of our Santa service for this coming December and offers of additional assistance for Santa's helpers are urgently needed to supplement the valiant efforts of the existing team.

A recent development has been the agreement with Jam Tartz, a local catering firm who provide services to other visitor attractions in the area, to operate our catering on site from March this year. They did a trial providing catering to our record number of visitors

on Festive DOWT and will provide a full time catering service at the Museum throughout the year. So those who remember Sunday Brunches and Afternoon Teas in the TSO on Platform 2 you will be able to enjoy them again this year and we trust going forward for the five year contract agreed.

Staffing had continued to prove as challenging as I suspect all organisations find, we have said hello and goodbye to Rosie Pallant and Stephanie Round in the VRC during the last year whilst Michael Wade who had been with us for four years moved on. Three others started but left within days citing the varied nature of the role as too difficult to handle. On the marketing side Justyn Keeble started with us in June but left at the end of his probation period in September which dropped the activity back on volunteers for the third time in eighteen months.

The time and effort involved in seeking, recruiting, training and supporting new staff is enormous and personally has been a challenge I hope to pass on within the next few years to a new manager. I accept I have high expectations of what people deliver but given our limited resources and charitable status I believe we have to set high standards and maximise the contribution for every £1 we spend on payroll. It has therefore been very gratifying to record the sterling sterling work of Kevin Watson, Rob Varletta, Liz Rushbrook and Karen Nelson during the whole of last year, joined by Stacey McElroy earlier in the year and Neil Temlett later on.

To end this section on a much more positive note we have recently appointed Catherine Harrison as our new part-time Marketing and Events Manager who is making rapid progress on developing a strategy for the year and beyond, as well as Stuart Degnan just starting in the VRC. Also very positive has been the number of new volunteers getting involved and apologies for the fact there too many to name individually but they are very welcome



and giving heart to our stalwart old hands that the work is being shared and taken forward across all areas of the Museum.

Your Trustees have not been immune to the revolving door phenomenon with a new Trustee joining us with excellent credentials only for him to leave only two months later citing the heavy volunteer workload incompatible with his desire to earn an extra income from such work to supplement his pension. We wish him well in finding other charities willing to pay for such services. We remain committed to keeping Trustee positions voluntary unpaid work and seeking other likeminded persons to join us. Therefore the recent co-option of Andrew Cullum, a member for a number of years, to the Board is very welcome and we are actively seeking others to broaden the experience, and as importantly sharing the workload.

So enough from me for now I hope to see you at the AGM shortly or on site to help us move the Museum forward with our exciting plans and new facilities. Let us welcome new staff and volunteers working together with old hands and seeing the results come to life. After all it is 'your Museum' and without the people it is just a set of buildings and artefacts.

Together we are the 'East Anglian Railway Museum'. Here's to a great 2016.

## Printed 2016 Museum Publicity *by Darren Johnson*

Enclosed with your magazine you should find a few copies of the new Museum 2016 main leaflet which features all the events and visitor information for this year. Please feel free to pass these onto people who you think may be interested in visiting the Museum.

In a world of Interwebs and Face-You-Twitter-Tube-Linkedin-Flickr-Book it's easy to forget the traditional printed media. The Museum has 80,000 leaflets printed each year, and whilst a large number are distributed by Take One Media and Pear Distribution it's always useful if Members can help by collecting quantities from the Visitor Reception Centre to put in smaller outlets, such as local village libraries or shops etc.. It's a much better use of resources to have them out on display than sitting in storage on site all year!

Additionally, we also produce leaflets for all the Thomas, Santa, and Beer Festival events, as well as posters for each event we do. If you have a community notice board which these can be displayed on, please contact the Reception staff who can assist you with copies. (reception@earm.co.uk)

Your assistance with this is much appreciated - considerable time and resources are invested in the production of printed publicity to advertise the Museum each year.



## Colchester Railway Group Update - *by Dave Cornell*

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

The penultimate meeting of 2015 on 2nd October began with the Annual General Meeting. The Committee presented its annual reports and the "usual suspects" were voted in for the coming year. Dave Cornell will continue as Chairman and David Reeve (Secretary) and Roy Anderson were confirmed in their posts. (The full details are on the home page of the web site).

After a refreshment break, Roy Anderson presented to the meeting a range of photographs on subjects that he had accumulated. Events began with the London Underground Centenary on 25/5/1998 when trains travelled from Amersham to Harrow-on-the-Hill. Motive power included LT's No.12 Sarah Siddons and our N7, No. 69621. The next batch was from an Anglia West Open Day in 1990, again with a range of motive power on display, including, 47/4 47462, Cl.52 D1013 Western Ranger and 59003 in Yeoman livery. On to Colchester Open Days in 1988 and 1991, a plethora of nostalgic pictures followed that included 33114, D9000, 56093, Cl.31 D5583, 47701 in Network Southeast livery and many more. Moving onto Ilford Open Day in 1989, the list of many locos on view included 4498 Sir Nigel Gresley, D9000 Royal Scots Grey, EMU 302990 among others as well as various views of the shed interior. For an undated London Bridge Open Day the shots included a range of both diesel and electric locos that included 34027 Taw Valley, 59104 and 35028 Clan Line. The Southend Centenary of 1990 provided an evocative series of photographs which had the audience audibly sighing at the sight of N7 69621 again along with various electric and diesel traction. The penultimate Open Day at Winchfield included shots of Standard Class 4 No.80080, and several Cl.33's includ-

ing 33008. The last Open Day covered was Woking on 15/5/1989 for which there was a variety of loco shots, one of which included 35028 again, 34092 City of Wells, Crompton 33008 and 35027 Port Line. It had been an enjoyable conclusion to round off the AGM. The last meeting for 2015 on 4th December brought along Phil Ainsley to give the assembled crowd the delights of a digital presentation on "ephemera". The dictionary definition of the word is that of "objects which, when they were produced, were not intended to last a long time or were specially produced for one occasion". From the railway perspective this relates to minor documents of transport life and includes labels, leaflets, receipts, time tables, instructions, handbills, advertising and posters.

The session began with displays of season tickets from the 1979 to 2012 period, mainly from Witham to London, which was Phil's regular journey until he retired. There was a surprising range of styles, designs and colours for what is just a standard ticket for a regular commuter. Further pictures taken at the Museum showed boxes of ephemera along with some 139 different railway publications.

Looking back to the period 1847 to 1989 there were shots of Henry Tuck's Railway Shareholders Manual and of a Bradshaw's Map from 1851. It was interesting to see on the map the various routes and consider them alongside today's availability. There followed images of timetables from 1845 which covered journeys from Bury to Colchester and to London, railway magazines from 1898 and the 1924 edition of Cassell's Railways of the World. Another display was of sets of maps covering Harold Wood, Brentwood and





Shenfield showing the track diagrams for each area. Warning notices were shown, with ones about the need to ensure that the transfer of explosives or inflammable liquids did not go through the underground networks.

Following a break for some seasonal refreshments, Phil showed various extracts from the LNER Magazine followed by others from the 1950 Railway Photographer magazine. Some statistics followed from 1964 on reports relating to the people injured or killed along with a categorized reason for each. There followed shots of various bundles of paperwork, far too many to see in one evening. Hence the meeting finished promptly mid-presentation with the promise that Phil will return at a future date to present an "Ephemera Part 2". It had been an enjoyable evening and a satisfactory way to finish 2015, after which Christmas and New Year best wishes were offered to all those present.

*This collection of locomotive record books published just after WW2, gives an insight to the myriad of differing classes, it reminds us of the thousands of locomotives in service at the time. With more success and indeed illustrations and technical details the Ian Allan locospotter books followed.*

2016 meetings kick off on Friday 5th February when John Day presents "Here, there and nearly everywhere in 2015" which will be mostly UK, East Anglia and a few from Antwerp. Meetings continue throughout 2016 at the Friends Meeting House in Church Street, Colchester, from 7:30pm where current admission is £3.00 including refreshments. New members are always welcome.

Further details and dates are available from David Reeve on 01206 793923 or by e-mail at: [d\\_e\\_reeve@hotmail.com](mailto:d_e_reeve@hotmail.com). Alternatively, there is a web site for the Colchester Railway Group with the full programme at: <https://colchesterrailwaygroup.wordpress.com/>. Also please take the opportunity to send in any written suggestions for topics and/or speakers for the 2016 programme.

## More Extracts from the Occurrence Book for use by Crossing Keepers' from Rodbridge (See Express News Page 15)

24/6/65 At 19.30 I found two boys (who gave their names as "R" and his brother "X", of Long Melford), crossing the River Stour by means of swinging along the Gas Company's main attached to Rodbridge railway bridge. They had come to fish and had their rod with them. They left when asked by me to do so. The river is about 14ft deep there.

8.20 AM. 2/9/65. "CR" rode over this level crossing on a motor cycle without any number plates and travelled on to Borley, with a scarf over his face, very dirty.

## The Enfield Transport Circle Update - by Roger Elkin

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

The Enfield Transport Circle has continued with a successful and varied programme of meetings through the autumn and into the winter months. Attendances at our meetings have been very encouraging.

In the summer we had a very successful outing to the Epping-Ongar Railway – our nearest preserved line. We were given a private guided tour of North Weald station, signal box and sidings (when trains were not running.) Members donated generously towards the rebuild of the footbridge there. Work on this is now making good progress (as of December 2015) and should be completed for the 2016 main running season. As well as making it easier to change platforms at North Weald, the new footbridge will provide a good vantage point for photographers.

In September 2015 Peter Watson came and gave us his usual digital pictorial presentation featuring various forms of transport, but of course mainly railways. Peter is an excellent photographer and his shows are always popular.

In October we welcomed Julian Stray from the British Postal Museum & Archive who gave us a fascinating talk on the history of The Royal Mail Travelling Post Office (TPO) from 1830 to 2004 from the original converted horse-box to the latest electric multiple units. He was also able to give us an update on plans for a new Postal Museum in central London, including re-opening a small section of the Post Office Underground Railway as a passenger-carrying tourist attraction. In November we had a very high turn-out for the transport journalist and author Christian Wolmar who gave us a good overview of the history of the railways of Britain with some very interesting illustrations. The subject is covered in more depth in his recent book and DVD: "Fire and Steam - A New History of the Railways of Britain."

The year finished with a traditional slide show by Dave Alison of his railway travels at home and abroad in 2014. Dave is another excellent photographer and his show finished the year on high note. We always have a very good crowd for Dave's show. We were lucky in that Dave travelled up from Cumbria to see us the week before the Cumbrian railway network was shut down for several days by the horrendous flooding in the area around Carlisle.

We look forward to welcoming back John Rayment in January with a talk on the Cumbres & Toltec Scenic Railroad in Colorado – an amazing survival from the once extensive US narrow gauge steam lines in Colorado.

In February, our Chairman, Roger Elkin will be giving us a presentation on tramways of Britain and Europe. A vast subject, but he will be concentrating on tram systems operating today in Britain and mainland Europe – ranging from the "grand-daddy" of them all in Blackpool, through highly successful the modern systems of Manchester, Birmingham, Nottingham, Croydon, Sheffield and Edinburgh, to the historic systems on the Isle of Man, tram museums and the "miniature" trams of Seaton in Devon. In Europe, Roger will take us on a tram tour of France, Switzerland, Germany, the Netherlands, Estonia, Finland, Sweden and Norway.

## More on Freight -

John responds to an Article in SVS158.....

By John D Mann

Phil Ainsley's 'Rail Freight' article in SVS 158 and the Museum's superb cameo featuring wagon load coal highlighted the importance of the pick-up goods, when coal was deposited to most station yards in loose coupled wagons, a practice almost forgotten but remarkably long-lived.....

At my local station at Frinton-on-Sea a substantial amount of coal and its variants was handled by high profile local merchant Thomas Moy. Hours of backbreaking manual work was required to bag it, load it onto lorries and deliver it to householders.



Spring 1950, an Up train passes Frinton yard entrance with a 'Moy' sign clearly visible.  
Photo by the late Leslie Reeve, J D Mann collection

I recall precarious track in Frinton yard being responsible for N7 No.69730 spending several hours on the (mostly rotten) sleepers having 'spread the rails' out of gauge during shunting!!

Coal was delivered to Frinton by rail until 1964. An interesting example of wagon load coal traffic, the Ipswich - Melton - Leiston service, survived as required until the early 1980s.



31008 leaves Melton Yard with return coal empties bound for Ipswich, 9th April 1974.  
Photo by J. D. Mann

## Trevor Martin -

An Obituary

By Chris Wright

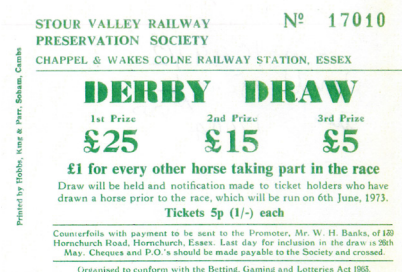
Trevor Martin was a founder member of the Stour Valley Railway Preservation Society, the predecessor of the East Anglian Railway Museum.

In January 1971 Trevor came into my office at Marconi's in Chelmsford and introduced himself. He asked me if I would be interested in joining a weekly raffle ticket draw to raise funds for the Stour Valley Railway Preservation Society at Chappel. (see specimen ticket - Ed) I had been a railway enthusiast in my teens and having recently "discovered" the Dart Valley Railway, immediately wanted to know more about the organisation.

As a direct result of our acquaintance, I joined the SVRPS in Whitsun 1971. Trevor was a good friend and would carry out my car maintenance for me. He completely restored my 1960 Triumph Herald for me at a time when it was looking somewhat dilapidated. After leaving Marconi's he worked for a time as a lab technician at the Anglia Polytechnic University (now Anglia Ruskin) but later joined fellow Chappel member Bill Bourne at his Railway Roundabout model shop in Romford.

Trevor moved to Sporle, near King's Lynn in Norfolk, some years ago but would sometimes return to Chappel for the AGM. Tragically he was killed in a road accident in the area in early 2015, with his wife Diane receiving serious injuries.

He will be sadly missed by all who knew him and we extend our sympathies to his wife, family and his many friends.



Trevor Martin (far left) with the other founding Members of the Stour Valley Railway Preservation Society on 25th September 1988 - EARM Photo Collection





## In Pursuit of No.841 -

I've always liked Southern engines, so I was delighted when in September 1972 the Essex Locomotive Society brought Class S15 4-6-0 No. 30841 to Chappel from Barry.

By G.D.King

In the remarkably short time of 18 months it would move again under its own steam. During the summer of 1974 it was beautifully decked out in Southern Railway livery as No. 841 and named Greene King after its sponsors.

However, during that summer, temporary restrictions imposed by the Railway Inspectorate hampered the usual program of Steam Days at Chappel. But once these were lifted it proved a major attraction to visitors.

In the following year, 1975, things just got better when No.841 was invited to take part in the Shildon Cavalcade being planned to mark the 150th anniversary of the opening of the Stockton and Darlington Railway. But first it had to be got out of Chappel yard. It had arrived by road but it was unthinkable that it should leave the same way. In those early days there was no permanent track connection into the yard and previous stock movements by rail had involved slewing the BR track to make a temporary connection. In those days there were no BR trains to Sudbury on Sunday mornings during the Winter Service, so this provided a window of opportunity to carry out a slew during daylight hours. But now No.841 had to be released during the Summer Service, when Sunday morning trains did

run, so the operation was carried out during the night of Saturday/Sunday July 5th/6th. This was a new experience, working by floodlights. I hope the neighbours didn't mind the sound of ballast being shovelled in the wee small hours. But the job was done: some new rolling stock was shunted in and No.841 escaped from captivity, to sit simmering in Platform 1 to await its scheduled departure time.

At around 06:00, in the cold light of dawn, it slid gently away over the viaduct towards Marks Tey, from where it took a brisk gallop down the GE main line to Colchester, just to check that all was well. It wasn't. A hot box had developed on the tender, which was hardly surprising as there had been no opportunity for it to be properly run-in within the confines of Chappel yard. But all was not lost, as the staff at Colchester Depot willingly lent a hand to help fix the problem. By mid-afternoon there was little left to do but to sit in the sun and admire it.

Monday was to be its first major test as it was to run North light-engine. I believe it went first to Gosforth to have its tyres checked. There were looks of amazement on the faces of some of the morning commuters at Colchester North Station as it stood on the depot gently billowing black smoke, a sight



*Dawn has broken on Sunday July 6th 1975 as S15 4-6-0 No. 841 Greene King creeps slowly over Chappel viaduct at its journey to Shildon.*



*After reaching Marks Tey, S15 4-6-0 No. 841 Greene King was run down the main line to Colchester as fast as possible to check that all was in order. It wasn't, as a tender axlebox was running hot. But with the ready assistance of the depot staff this was soon rectified and by mid-afternoon there was nothing left to do but sit in the sunshine and admire it while waiting for the following morning.*

a consolation we were offered a ride on the North Yorkshire Moors Railway, so we alighted at Grosmont and spent a pleasant afternoon in the sun watching the trains at Goathland, my first taste of the NYMR. The return journey was uneventful as far as Chesterfield, but it was left to the LM Region of BR to deliver the final anti-climax of the day. A crew had been sent to Chesterfield to work the DMU back to Lichfield, but no-one had told them the unit had been stabled in Sheffield. So we had a very long wait while the crew awaited a service train to take them to Sheffield to collect the unit. Thus it was well into Monday morning before we finally reached our beds.

Excitement mounted again in the days before the Shildon Cavalcade, held on Sunday August 31st. The Stour Valley Railway Preservation Society, as we were then known, had chartered a special train, ably organised by our then Publicity Officer, Tony Butcher, and his team, to take us north to see "our" engine take part. The train started from Ipswich at 23:50 on the Saturday evening. Weighed down with cameras and rations for 24 hours, I joined it at Colchester. We picked up more

not seen there for more than a decade. As soon as the rush-hour was over, it set off towards Ipswich. My late father-in-law (who was staying with us at the time) and I gave chase by car and reached Bury St. Edmunds ahead of No.841. Here it ran through that station on the west-bound line and reversed into the opposite platform, where there was a naming ceremony and the distribution of a certain amount of a well-known local liquid product to its assembled entourage. From where did they all come? There was no support coach and they cannot all have been on the footplate! In due course the loco manoeuvred back onto the correct track and we set off again to greet its arrival at March. Here it paused for an hour or so for an oiling and to refill the tender from a hosepipe. We sought advice from the locals as to where best to photograph it again and in due course were able to bid it farewell as it crossed a low viaduct a short distance down the GE/GN Joint Line near Guyhirne.

About three weeks later there came more exciting news, namely that No. 841 was booked to work its first passenger train on BR in preservation. An excursion from Chesterfield to Whitby, promoted by Flying Scotsman Services, was to be hauled from Battersby, where the train would have to reverse, to its destination. The only problem was how to get to Chesterfield early on the Sunday morning of August 10th. So we hastily arranged to stay for a long weekend with my wife's parents in Leicester. My father-in-law and I set off at some unearthly hour and drove to Derby. Here we joined a DMU chartered by the Trent Valley Model Railway Society to connect at Chesterfield with the excursion. We had barely found our seats in the latter when the bad news broke: there was a steam ban due to fire risk and 841 would not be running after all. As



passengers at principal stations to Stratford and Finsbury Park before heading down the GN main line. The atmosphere was buzzing with anticipation, which made sleeping difficult. But eventually I dozed off, only to be rudely awoken in Doncaster station by the sound of a "Deltic" ticking over outside the open carriage window. We eventually disembarked at Darlington around 06:45, being one of the first of about a score of special trains to arrive for the event. Thence we were ferried up the branch to Shildon in one of a fleet of 12-car DMU rakes which shuttled to and fro all morning. If ever the concept of multiple-unit working came into its own, then this was it.

So here we were at breakfast time on a cold, dull, damp Sunday morning. Lots of engines simmered in the yard outside the wagon works, but for several hours there was little action to entertain us. Now, from Shildon signal box, on the line to Bishop Auckland, there ran a trio of parallel tracks leading to the wagon works. Towards mid-day the locos began to move forward one at a time to queue on these tracks ready for the afternoon parade. (Photos 17a 17b SH31 and SH19 refer) Spanning these lines was a convenient foot-

*S15 4-6-0 No. 841 Greene King creeps over the Masons Arms level crossing at Shildon ready to take up its place for the 1975 Cavalcade.*



bridge from which to view the assembling locos. So in fact we saw the whole show twice over. As many people began wandering along the trackside I decided to join them. As we had approached Shildon earlier in the morning I had noticed with dismay that the grandstands provided for spectators were all situated on the north side of the line. If the sun were to come out, then it would be in our faces, rendering photography difficult. And come out it did, making for an idyllic afternoon. So I decided to be naughty and went and hid among a line of wagons parked on the south side of the processional route. From here I had an uninterrupted view, with the sun behind me. At the appointed hour of 14:00 the exhibits slowly paraded one after another, at two minute intervals, along the 3 mile course to Heighington. It was amazing what a variety of machines were on show, in live steam, from the Locomotion replica to Evening Star. And the majority of them had travelled to the event under their own power. Back in those days it seemed as if anything that could steam was allowed to do so, unhampered by the red-tape which restricts present-day steam operations on the national network. Those exhibits which had arrived in steam continued towards Darlington ready for their homeward journeys. The smaller items which had arrived by road returned to Shildon works in small groups to await transport in the coming days.

It was said that around 300,000 people had lined the route and everyone seemed very well behaved. For the DMU journey back to Darlington we had been issued with Regulation Tickets valid only for a specific train, so the whole dispersal was conducted in an orderly fashion. Our main-line train



*The ex-GNR Small Atlantic No. 990 Henry Oakley sets off from Shildon towards Heighington during the 1975 Cavalcade. Behind is just a tiny fraction of the huge crowd. The main viewing area was further east along the line.*

in which it was involved, on April 3rd 1976. It returned to Chappel by a daylight track slew the following weekend. Later in 1976, on September 12th, there was another night-time track slew to release 841 for its second main-line trip the following weekend. I next saw it at Norwich depot, with its offside motion stripped down, in June 1977. On the evening of October 4th the same year it made a loaded test run from Norwich to Ipswich, arriving at 22:45, in preparation for its third and final foray on a main-line passenger train. This began at Manningtree on October 15th, but it got into serious trouble before reaching Ipswich. It never returned to Chappel, going first to the Nene Valley Railway and then on to the North Yorkshire Moors Railway. Much later it was involved there in a three-into-one rebuilding operation and is now regarded as having effectively been scrapped. It was a sad end to great era in the history of SVRPS/EARM, but in reality it was far too big for the confines of Chappel yard.



*The second overnight track slew took place on 11/12 September 1976. Having again escaped from captivity, S15 4-6-0 No. 841 Greene King rests in platform 1 at Chappel prior to heading south to Marks Tey in preparation for its second main-line passenger turn the following weekend.*

set off at 19:30 and arrived back at Colchester around 01:00 on the Monday.

It was claimed at the time that there would never be another event like it - but there was, at Rainhill, five years later, although without No.841. Another event was planned for Shildon in 2000 but was cancelled at the last minute.

No.841 stayed up north during the ensuing winter, but it was back in East Anglia for the first of three main-line workings from Manningtree



# Stour Valley Steam Through the Years

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

## 40 Years Ago - Stour Valley Steam Spring 1976

We start with the problem of the steam ban imposed by “them” and just how the SVRPS dealt with the problem.

### ITS A FRAME UP!

Often we hear the phrase ‘any news is good news’ when hopelessly inaccurate reports are printed in papers or magazines.

Frequently this may be true, but in the interests of pushing a good story line journalistic licence can run riot with near-disastrous effects.

Most of the Society membership, and quite a few of the public who visit us at Chappel, were acquainted with the recent D of E ban on steaming and operating at our site.

The simplest way to describe it is to say that the question of liability needed to be thoroughly researched. After a series of meetings between ‘us’ and ‘them’ agreement was reached amicably subject to certain mandatory obligations. Permission to resume operations was given conditionally on the continued adherence to a Code of Practice (over which much midnight oil was burnt by Tom Kearney).

One of the restrictions was that, in future, footplate rides for the public were not to be permitted. Whilst this represented a discouraging loss in revenue and a disappointment to many of our customers, from all age groups, the validity of the argument was Safety First and thus unassailable.

Imagine how the more responsible members of the Society felt when, soon after a Steam Open Weekend late last season, a local paper published a photograph of a six year old girl on the footplate of one of our locos, who, it was reported, ‘took over the controls etc., etc.’.

To rub salt in the wound, further in the text it was stated that the child was ‘one of a number of youngsters who got the chance

to ride on the footplate’.

An inquiry was held at once and it was established that the whole affair was based on an often heard request, ‘can he/she stand inside the cab while I take a photo?’.

If, in future, even this seemingly innocent request was denied, who on earth would believe the reason why?

We also heard in the Spring issue of SVS that Peter Thompson had taken over as the editor, and to date remains the editor who had the longest run. Peter also had a good opinion which is still true - “The magazine shouldn’t have to be written entirely by the Editor, nor need it be entirely full of stories about iron rails and steely steeds. So let’s have some copy. You have the road.”

## 30 Years Ago - Stour Valley Steam Winter 1985

Nearly 10 years later, (still) Editor Peter Thompson tells us about a new attraction which some of you may have heard about.

### THE EAST ANGLIAN RAILWAY MUSEUM - A New Attraction?

What is your reaction? Are you impressed? Does it suggest itself as a place you would wish to visit?

It doesn’t sound like a railway line that will take you from A to B. Which is just as well.

Above is the title under which the Stour Valley Railway is to be re-launched for the 1986 season.

Before you go for your six-shooter take time to read on:

1. The Heads of Department Committee (representing the operating side and voluntary workers at Chappel) gave the proposal their unqualified approval.
2. The Branch Line Preservation Company (in very simple language responsible for paying the bills at Chappel and answerable to the Society as majority shareholders) welcomed the proposal without dissent at a Board meeting.
3. The Stour Valley Railway is not a railway in the Bluebell or Severn Valley sense of the word, and with the completion of a municipal swimming pool built across the trackbed at the end of the platform in Sudbury Station, progress up the Stour Valley will be somewhat impeded.
4. Visitors still arrive in the Booking Office at Chappel convinced

that they are about to gain admission to the Colne Valley Railway.

5. A Steam Open Day following the appearance of our loco "Jubilee" on a low loader in the 1985 Colchester Carnival and the associated swamp publicity in that town produced record attendances from first-time visitors who "didn't realise we were there", "didn't know we were so close", "didn't know we ran engines in steam", etc. If they didn't know about the Stour Valley Railway or Chappel Steam Centre in nearby Colchester, something bigger and better in the way of publicity has to be organised, and quickly.

6. If visitors don't know us under the present titles - what have we to lose if we seek a new one?

7. The money spent on site improvements at Chappel now runs into double figure thousands and we have got to attract visitors in similar quantities in order to recoup this expense.

8. We need an image that is Regional and not centred on the Parish of Chappel and Wakes Colne (no offence meant to our long-suffering local neighbours).

9. Co-operation with Tourist Boards, Local Authorities and other major site operators in East Anglia will bring spin-off benefits in publicity and, possibly, grants in aid.

10. The Stour Valley Railway Preservation Society will continue unaltered, as it did throughout the attempt to promote Chappel Steam Centre as the name of our headquarters.

The above announcement was issued by the Publicity Department of the SVRPS in October 1985.

Peter E Thompson, Editor, Stour Valley Steam

We also have this piece about BR Standard Brake Van in the first of a new series detailing the stock on site, written by the Editor (Was his request in 1976 not heard?).

#### STOCK ON SITE No.1

The ex-BR Standard Brake Van arrived at Chappel in early May 1984. Number 951771, it was purchased from British Rail's Ipswich Yard.

After British railways were nationalised in January 1948 it was an early decision to base an all-line goods brake van on the

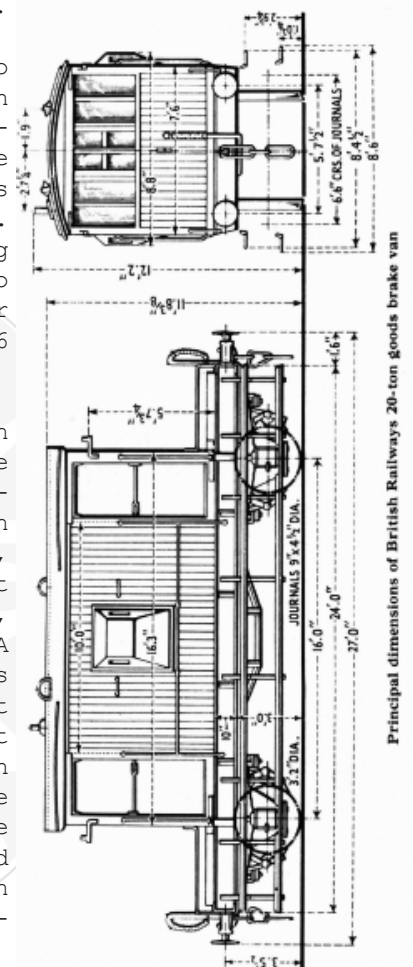
former LNER 20 ton vehicle.

Features agreed jointly between the Railway Executive and the NUR were incorporated in two vans built in 1948 and 1949. They were tried in both ordinary and express goods services and modifications were suggested and carried out, culminating in a build of 400 vans at the Faverdale Works in the North Eastern Region as part of the 1951 programme for all-region use.

The trussed underframes are of standard rolled steel sections and the central spaces are filled with concrete. This is topped with a further layer varying in thickness from 5" to 6". This brings up the tare weight and replaces the former loads of cast iron ballast and scrap iron used. Drawgear and buffing were standard RCH together with Instanter dual-reach couplings. Wheels are solid rolled steel disc, 3' 2" dia. with 9" x 4" journals running in white metal oil lubricated bearings.

Scheduled for an average speed up to 60 mph, the side clearances between axle boxes and guides were more accurate than previously to improve the ride, and manganese steel liners were provided to minimise horn wear. The four main springs are 5 ft long with secondary rubber springs, two at each end. Clasp brakes carry four cast iron blocks to each wheel - 16 in total.

The van body is of timber mounted in the centre and 11 ft shorter than the overall length. It contains a vacuum brake valve and gauge, screw down hand brake, stove, desk, lockers, lamps, coat hooks, packing, etc. Not as large as some of its predecessors, the inside is only 10 ft x 7' 6". A door at each of the glazed ends gives access to an open verandah. Duckett lookouts provide views fore and aft from projections on both sides, with upholstered seats and back rests. The use of brake vans declined with the phasing out of loose-coupled unfitted trains. Most of those that remain can be seen painted olive green on Engineer's trains.





## 20 Years Ago - Stour Valley Steam Autumn 1995

Peter Thompson tells us about the N7 and its return to steam

### UPDATE ON THE N7

It worked. Yes, honestly. It was all put back together with no bits left over, steamed for the Inspector chappie and used in service on the Steam Day of 23rd August. There wasn't much time to savour the event because it was loaded on the 24th to go to Sheringham and the North Norfolk Railway for their Gala Weekend.

This year's Gala was planned to be an LNER reunion and with the B12, N2 (from the Great Central) and N7 present it certainly was. Friday 1st September saw the start of the three day gala and the focussi well-littered the line-side. It was a fine day and, although late off shed N7 joined the festivities to the delight of a goodly number of enthusiasts and visitors.

Some double-heading took place and luckily for the N7 this was part of the strategy. After all, it only had about five miles on the clock and needed very careful handling. The work carried out since its return from the Nene Valley Railway, when it was accompanied by the somewhat cryptic advice "That engine needs looking at!", has included building six axleboxes up to a size by phosphor bronze welding, machining and remetalling; fitting new axlebox wedges, adjusting pins and shims and lining the boxes up parallel at the correct distance from each other probably the first occasion in a very long time as one of the boxes is certainly not from an N7 locomotive and was an unwelcome reappearance of the Stratford scrap line syndrome - and fitting new pins and bushes to all the dangly-load of the brake gear. We threw in (sorry, fitted) a new set of brake blocks for good measure.

Although 69621 worked its duties throughout the Gala and was very well received by the North Norfolk crewpersons - yes, they have a lady Fireman - it was retired to the Workshop

at Weybourne on the Monday. There was some doubt regarding the disposition of the weight on the axles and use of the NNR Kelbus weighing gear confirmed that adjustments were needed.

This is a long and tedious process and requires a lot of patience, especially when it looks as if it might be getting close to being right. And it turns out it isn't after a trundle up the Yard and back.

The job was completed eventually with a lot of help from the North Norfolk staff at Weybourne, thank you. They realised what the EARM fitters have had to put up with all these years!

The original hire contract for four weeks was extended to just after Christmas when the N7 will return to Chappel for 19 weeks. By then it should be run in and a little more tweaking is on the menu. With luck it could be in service for Easter at the Museum and then it's back to the NNR in mid-May for the rest of their 1996 season to the end of October. There will be a short break when it travels to Ipswich together with the B12 for the 150th Anniversary Celebrations of the Ipswich - Bury opening on June 15th/16th 1996.

By then it might look somewhat different. Shall we say 'compatible with the B12'?

There's a puzzlement for you to think on.

## 20 Years Ago - Stour Valley Steam Spring 1996

Now a common part of our annual programme, but in 1996 the Railway Experience days had just started out.

### SO YOU WANT TO BE AN ENGINE DRIVER?

A growing market has been developed by other preserved railways in recent years and, as usual, we have been talking about providing a similar service for some time! Thanks to Martin Stubbins and Murray Macdonald we have now put into operation a series of recreational courses allowing the general public to experience the excitement of driving and firing a steam engine.

As a new venture, it was essential that we got the 'product' right and it was decided to hold a pilot session so that any creases could be ironed out before the full programme was launched on the public. Three people took the plunge as our guinea pigs on Wednesday, 20 September 1995 and were subjected to morning sessions when they were given an insight into the theories of steam locomotion, firing and driving with the assistance of OHP slides, display equipment plus the wit and wisdom of Martin and Murray.

After lunch they moved from the Heritage Centre to the footplate of Sir Berkeley and the fun began. The controls were demonstrated during hairy runs along the main line and then the shaken participants took turns in learning and practicing driving and firing skills.

At the end of the day they each received a framed Certificate as a souvenir of the day from Vice-Chairman Mike Stanbury. Each professed to having enjoyed the day very much and they were asked to complete a questionnaire,

which will be analysed and the lessons learned will be incorporated in the itinerary for next year's events.

These events should prove to be a useful source of additional income for the Museum, the level of which depends largely on sufficient support being received from members to act as instructors and operating staff - guards, signalmen, crossing keepers and lunch providers. We have the technology, we just need the manpower!

Grateful thanks are due to Murray and Martin for the tremendous amount of hard work involved in putting together the package which, as an interested observer, I can say was most professionally presented and a credit to the Museum.

▼ 'Ello, 'Ello! What goin' on 'ere then? Mike Stanbury looks on as an attempt is made for an entry in the Guinness Book of Records for the most people ever in a locomotive cab. - M G Miller



## 10 Years Ago - Stour Valley Steam Spring 2006

A sad time for the Museum - Stour Valley Steam 136 - Spring 2006 reported the death of Peter Thompson, 10 years on we reprint his obituary.

### Peter Edward Thompson by Mike Stanbury

It is with great sadness that I have to report the death of long standing Museum Trustee and Trading Company Director Peter Thompson on 10th November whilst on holiday in Cyprus with his wife Muriel. He collapsed suddenly and was taken to hospital where he was diagnosed as having had an internal brain haemorrhage. Despite intensive care, he died without really regaining consciousness, and the funeral was held at Southend Crematorium on 23rd November with good representation from his Museum and Royal Naval Association colleagues. Peter was 75 years old.

Following a technical college education, Peter took up apprenticeships firstly with Morris Commercial Cars Ltd in Birmingham, later moving to the Parsons Marine Steam Turbine Company at Wallsend-on-Tyne.

On completion, he served with the Royal Navy, and later had a number of various jobs in engineering, but ended his working life as a controller of VAT with



Peter Thompson outside the Museum in May 2004 - Rob Boyce

Customs and Excise at Southend, his experience and knowledge of such matters later being put to excellent use in his Museum work.

Peter joined the SVRPS in 1970, having been recruited by Ted Lawrence whilst working at Marconi Basildon, where Ted persuaded Peter it was far more interesting working with full size trains rather than his model railway. Peter was a member of the original Billericay Branch of the Society, later transferring his allegiance to South West Essex Branch after its formation, remaining a loyal member of that branch to the end. During his early days with the Society, he proved to be a great

fundraiser.

Peter was trained as signaller and guard and took his full turn of duties at Chappel for many years, in later days also as Operating Superintendent. He would have liked to have had the opportunity to train as a DMU driver, but was overtaken by age and opportunity, although this did not stop him being passed out to drive

the Baguley Railcar which he enjoyed immensely. One of his greatest regrets was never having fulfilled his dream of driving one of the Diesel Unit Preservation Associate's units, having been a founder member and funder of that association, and Chairman from its inception. Indeed, to the end, he was active on restoration work on the DUPA vehicles, and his input and advice will be sorely missed.

He really came to the fore in Museum matters in the 1980's, when he became a Director of the Museum's Trading Company, with responsibility for looking after the hire of the N7, task in which he was most successful, resulting in its grand tour of the country, and the gaining of its reputation as a well restored and reliable locomotive, bringing much needed income into the Museum. He was also largely responsible for the present deal with the North Norfolk Railway, which has seen the N7 restored again to a high standard and earning its keep regularly hauling trains, which is what its donor Fred Youell would have wanted, despite it being on the Midland and Great Northern!

One of the last Museum engagements that Peter undertook was on 28th October, when Peter and Muriel, myself and Sherly and Susan Youell and son Matthew were entertained for the day on the North Norfolk Railway to celebrate the entry into service of the N7 after rebuild, all of us having the chance to ride on the footplate. As usual, Peter was active with his camera and was in his element on the footplate, and we all had a splendid day. ~ But it was not only with the Trading Company that Peter made his mark, but as a Trustee of the Charity he found himself looking after the finances, and after stepping in on a temporary basis as Financial Controller, he managed to keep us on the straight and narrow (just!) for some six years, before the return of Ian Reed enabled him at last to give up his 'temporary' post. For the work that Peter did during that period we owe him a great debt of gratitude, for it was no easy matter, doing a balancing act between continued cash demanding emergencies and keeping going the day to day work of the Museum, and as Chairman on and off during that period I valued his unstinting advice and backing.

But his work did not finish there, as latterly he had taken over leadership of the small sub-committee handling marketing and publicity, and was active in arranging the hire not only of Thomas the Tank Engine but other locomotives to see us through an emerging bad patch of steam locomotive availability. Fortunately, with new trustees having been elected at the last Annual General Meeting, others can now continue on the firm foundations laid by Peter.

One event which pleased Peter no end was to see the excellent progress made towards the restoration of his Toad Brake Van, which, when completed, together with his tin truck' (the 12ton sheet wagon) will be constant reminders to us of his interest. We have lost a good friend and a tireless worker for the Museum, which will leave an enormous gap for us to attempt to fill. That is of course, nothing to the chasm that his dear wife Muriel has had to cope with, and the friendship and sympathy of us all goes out to Muriel and to Peter's sons Greg and Andrew.

Farewell, Peter, and thank you.



## Principal Officers of the Museum

Vice President	Ian Reed
Trustees	<p>Peter Martin (Chairman) 28 Montrose Avenue, Gidea Park, Romford, RM2 6RH, 01708 740149, Peter.Martin@earm.co.uk</p> <p>Mark Cornell 24 Ashbury Drive, Marks Tey, CO6 1XW, 01206 211202, Mark.Cornell@earm.co.uk</p> <p>Ian Reed Adelphi Lodge, Moor Road, Langham, CO4 5NR, 01206 273460, Ian.Reed@earm.co.uk</p> <p>Mike Stanbury (Secretary) Beechcroft, Station Road, Wakes Colne, CO6 2DS, 01787 224724 Mike.Stanbury@earm.co.uk</p>
Trading Directors	<p>Mark Cornell (Publishing and Retail)</p> <p>Ian Reed (Finance)</p> <p>Mike Stanbury (Licensing and Secretary)</p>
Members' Council	<p>Nick Proud 54 Godfrey Way, Great Dunmow, Essex, CM6 2SE, Nick.Proud@earm.co.uk</p> <p>Allan Robinson 43 Balsham Road, Linton, CB21 4LD, 01223 891493 Allan.Robinson@earm.co.uk</p> <p>Brendan Sothcott 36 The Ridings, Bishops Stortford, Herts, SM23 4EH, 01279 507493, Brendan.Sothcott@earm.co.uk</p>
<p>Head of Departments</p> <p>Chair, Loco, &amp; H&amp;S</p> <p>Carriage &amp; Wagon</p> <p>Signals</p> <p>Estates</p> <p>Workshop</p> <p>P Way Advisor</p> <p>P Way Foreman</p> <p>Telegraphs</p> <p>Curator &amp; Displays</p> <p>Site Security</p> <p>Traffic Manager</p> <p>Operations Deputy</p> <p>Mini Rail (Acting)</p>	<p>Peter Martin - Details Under Trustees</p> <p>Brendan Sothcott - Details Under Members' Council</p> <p>Peter Robinson - 07885 500849, Peter.Robinson@earm.co.uk</p> <p>Ian Reed - Details Under Trustees</p> <p>Allan Robinson - Details Under Members' Council</p> <p>Nick Ridgway - <i>Skype Only: nick_ridgway</i></p> <p>Vacant</p> <p>Brian McGennity - 01245 460131, Brian.McGennity@earm.co.uk</p> <p>Jaki Collison - Jaki.Collison@earm.co.uk</p> <p>Nigel Hull - 07850 243459, Nigel.Hull@earm.co.uk</p> <p>Rob Boyce - 07899 841039, Rob.Boyce@earm.co.uk</p> <p>Ian Jessop - 07518 867535, Ian.Jessop4@btinternet.com</p> <p>Kevin Plumb - 07970 794748, pkevinplumb@aol.com</p>
<p>Other Positions</p> <p>Magazine Editor</p> <p>Magazine Typesetter</p> <p>Membership Secretary</p>	<p>David Reeve - 01206 793923, svs@earm.co.uk</p> <p>Darren Johnson - svs@earm.co.uk</p> <p>Linda Robinson - Details as per Allan Robinson (under Members' Council)</p>

## Events Diary

### March

Tuesday 1st	Enfield: AGM Followed by The 2016 Malcolm Alderman Tribute Presentation by Kenneth Crane
Friday 25th	Easter Day out with Thomas
Saturday 25th	Easter Day out with Thomas
Sunday 25th	Easter Day out with Thomas
Monday 25th	Easter Day out with Thomas

### April

Friday 1st	Colchester: A Railway Ephemera Presentation - Part Two by Phil Ainsley
Saturday 2nd	EARM Annual General Meeting
Tuesday 5th	Enfield: The History of British Airways by Jim Davies

### May

Sunday 1st	May Day Trains
Monday 2nd	May Day Trains
Tuesday 10th	Enfield: King's Cross - York & Sunderland: 1957 to 1961 by Kenneth Livermore (North British Locomotive Preservation Group).
Sunday 22nd	EARM Living History: Swinging 60s
Sunday 29th	EARM Transport Extravaganza
Monday 30th	EARM Transport Extravaganza

### June

Friday 3rd	Colchester: TBA
Tuesday 7th	Enfield: Mangapps Railway Museum: 1989 - 2016 by John Jolly
Sunday 21st	Father's Day Trains
Friday 24th	1st Summer Ales Festival
Saturday 25th	1st Summer Ales Festival
Sunday 26th	1st Summer Ales Festival

### July

Sunday 3rd	Industrial Steam Gala
Tuesday 7th	Enfield: UK Aviation & US Railroad Videos by Kenneth Crane

### August

Sunday 7th	EARM Living History: Home Front Forties
Saturday 27th	Day out with Thomas
Sunday 28th	Day out with Thomas
Monday 29th	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



▲ Following the first over-night track slew at Chappel on July 5/6 1975, S15 4-6-0 No. 841 Greene King waits in Platform 1 for dawn and the time appointed to move off to Colchester. - G.D.King

## Last Call for Stour Valley Steam 160

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

### STOUR VALLEY STEAM 161 - AUTUMN 2016

*Stour Valley Steam* is now published every six months, deadline for copy for *Stour Valley Steam 161* will be 30th June 2016 at the very latest, with an intended publication date of August 2016.

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](mailto: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.

### Ten Years Ago



▲ During its visit in 2006 - The North Norfolk Railway's J15 65462 pulls a train for a special Member's Evening viewed from the Water Tower - Nigel Hull.

▼ 28th January 2006 - the rare sight of two trains at Sudbury - 153335 collects 156422 which had an argument with the buffer stops the previous night - Anon.Y.Moose



Back Cover: Number 11 in Platform 3. The Vintage Coaches and Jubilee by the Restoration Shed, 4th October 2015. Photo by Kieran Hardy





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