

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION





▲ Mike Stanbury with the Baddow & Galleywood U3A - before the visit around the Museum on 14th July 2016 which included a brief talk about the history of the Museum - Neil Temlett.

▼ Mark Fogg Elloit and Rob Varletta on the Footplate of Jubilee during the Industrial Steam Gala on 3rd July 2016 - Rob Boyce.

Kevin Watson and Keith Brandom work on the new coal bunker on Jubilee as part of its Percy conversion - David Reeve ▼.



STOUR VALLEY STEAM

EDITORIAL

The new building in the Orchard, now known as the "Peter Thompson Building" which has occupied most of Team Wednesday for several months is now approaching completion. It is shared with the Braintree & Halstead Model Railway Society, and we look forward to being able to view their layouts in the near future whilst also having the use of a suite of rooms for the Museum's own purposes.

Notable achievements since we last went to press include the so-called "Northern Extension". Extending the running line a few yards up to the overbridge enables us to run three-coach trains - very useful on a busy "Thomas" day. Also, on July 3rd we hosted an "Industrials Day", when for the first time the Museum had three engines in steam. Remarkably, they were all locos brought here by the late Reg Robinson; a fitting tribute to his memory. Some memories of this event have been captured in the colour sections of this magazine.

As you look through this magazine, you will notice one recurring theme- there is a need for more volunteers from all walks of life to help with the running of the Museum. If you think you might be able to assist with this, please contact the Museum by any of the usual means, or better still just turn up to Visitor Reception at a time convenient to you. Although the main organised workday is Wednesday there is scope for assistance throughout the week.

As ever, thanks to all who have played a part in bringing 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:

Andrew Cullum supervises various Members during track work on the North Headshunt. 19th March 2016. Peter Robinson.

View from the Top -

Six months is a long time in politics they say, well - it is a very long time in terms of developments at Chappel!

By Ian Reed

The Thompson Building, as it has been decided to name the ex-Garrison Barracks structure, in honour of the late great Peter E Thompson, has proceeded apace. We finally signed a lease agreement with the Braintree and Halstead Model Railway Club whereby they handed over their half of the building to the Museum in return for a long-term residence with their model layouts with two always being available to visitors. Their side of the building is now essentially complete.

The poor condition of the building was mentioned in my last report but after thousands of hours of work Team Wednesday have managed to complete the public men's, ladies' and disabled toilets. Also, four rooms will be ready for use at the August Bank Holiday "Days Out With Thomas" event. Staff showers are also being commissioned for the Beer Festival to save on hire charges. Whilst there still is a lot of work to do on the staff toilet rooms, two end rooms and converting a large and small room into a flexible room with dividers, the back of the job has now definitely been broken. I think Dave Rose looks forward to being allowed to sleep in his house now (as opposed to the Dog House) and his wife can see him during daylight hours too! An official opening will be arranged when we can confidently set a completion date so if you would like to see this sooner rather than later please just turn up on a Wednesday morning and ask for Dave.

One of the themes of this Report is a lot of involvement with the planning system.

Firstly, a technical error has been discovered

in the planning application for the Thompson Building and also the new Restoration Shed which meant they were withdrawing the permissions – despite the fact the former is built and the latter ready to start. As we had followed explicitly the guidance of the three planning officers who had been involved with the schemes, we therefore felt rather aggrieved by this decision. Site meetings and exchanges of views with the planners led to a set of promises about how it would be resolved but this has turned into a requirement for complete resubmission of all the plans plus supporting documentation. The resubmission now has to go out for a further round of public consultation; for the fourth time on some aspects of the development.

Secondly, we were called to a meeting with the Asset Protection Team of Network Rail about our proposed developments where after some time they decided that our works on our side of the embankment – some 16m from our boundary with them – would not destabilise the branch line and cause it to crash down on houses in Station Road as has been claimed. An objector has demanded we submit a full structural design of the project before Planning Permission is granted. However, those familiar with how these things work will know that you never do detailed structural designs and calculations until Planning Permission is issued, otherwise you potentially waste a lot of money, time and effort. We have pointed out that we have used a Structural Engineer to review the embankment construction which is shown on cross-sections to match the layout plan of the line to the new restoration shed. Indeed, follow-



▲ The Thompson Building viewed from the Heritage Centre - David Reeve.

ing his advice we have employed a firm to undertake soil investigations where the works are proposed and this report is now with him to consider implications on the embankment profiles and fill materials. Await developments is all I can say.

Finally, following problems with car parking last December and again this Easter we reviewed the way we were using the front field and concluded that trying to get cars to move up-slope on wet grass was a recipe for disaster and also that the expensive grass matting installed three years ago was now useless as the soil level had moved above the matting due to vigorous worm activity and the grass growing on top of this. We needed a way to get cars off the Station Approach to drive straight up the field into the top field then be directed to a parking place facing downhill.

A plan was prepared for a simple 3m wide farm haul road, taking off the top 6" of grass and roots, putting down a geotextile matting covering with 4" of compacted crushed concrete and then 2" of compacted road planings. Unlike the previous roadways made from plastic geogrids, which cost £25k and keep lifting – some sections are being re-laid for the third time – this solid construction was guaranteed to perform over time. This job was completed in less than two weeks and it means we can park even when there has been a long period of wet weather before and during an event. Imagine our surprise when

the Council Planning Officers who came for a site meeting over the previous matter informed us that we needed planning permission for such a road even if it was on private land and accessed off a private road, so

we have now submitted such an application, this time for Retrospective Permission.

After over a year dealing with the Bures Road Footpath Company, who took over from the Wakes Colne Parish Council when they abandoned three-year-old plans to purchase a 2m wide path beside Bures Road to make it safer for local residents, we are reaching a conclusion. We have now signed the contracts for exchange to allow fencing to be erected and the path finally opened to the public – without people trespassing on our land. It will be good to see the end of this matter and local residents safely using the path rather than the dangerous road.

Safety wise, we had a visit from HM Railway Inspectorate to review our Management systems and look at our records. It is pleasing to report that whilst there were some aspects for improvement, (when are there not), overall they were satisfied with our systems, record keeping and housekeeping. Indeed the inspector said that with over 150 sites he has to visit ours ranked as the tidiest he had seen and our approach to telling the story of regional railways an example to others. High praise indeed and thank you to everyone who keeps the site looking tidy and clean, keep it up.

Financially the year has been one of mixed messages. As you know, the Festive DOWT



▲ *The new car park entrance and road across front field - Darren Johnson.*

last year was our best ever and at Easter we had a capacity crowd for four days, even if the Monday was marred by an incident which meant refunds and transfers for some customers. Our Museum Day visitor numbers have exceeded last year in all bar two months, and through valiant efforts by our front of house team we are achieving nearly 60% Gift Aid admissions which add 25% value to the takings from those who sign up.

Our non-DOWT events have been a mixed bag; the Transport Extravaganza was a real success continuing to grow year on year, the Fathers Day event similar but the 60s Event and the Cider Festival (now morphed into a Mid Summer Festival) failed to generate even what they took last year. The recent 40s Day was well received by those visitors who attended and indeed the atmosphere on site was brilliant, yours truly standing in as mine host in the pub talking to customers who were impressed by the singers, dancers, re-enactors and the period trains we were running.

A positive note has been the arrival of Catherine Harrison earlier this year as a part-time Marketing and Publicity Manager who has put her heart and soul into getting both local support and ensuring we have good quality offerings for our visitors. She was rather parachuted into the Event Organiser role for the 40s Event, and a creditable show was well received by those attending it. For the future we still need to find either volunteer event organisers – taking an individual event – or pay someone to do it for us.

Of course it is fine to talk about paying people to do what we cannot find volunteers for but there is a limit and we are virtually there. We are now having to take on a member of staff to be an Estates Assistant due to lack of manpower to do such basic things as cut the grass, weed the flower beds, water the plants, weed kill as required or even sweep up prior to an event. The presentation of the site was getting poor at the very time we needed to be improving and hence the decision was to take on a part time member of staff initially for a

year to tackle these jobs.

With help from Catherine we are now looking at a volunteer recruitment drive to try and bring new people into the museum and help us manage the site plus undertake developments to improve our offer. We plan to hold a regular Members Day to show new, or old, members what happens on site and who to talk to about getting involved – a range of such tasks include gardening, guiding, care-taking, restoration work on buildings and wagons, administrative jobs such as standby front of house, supporting the Marketing and Publicity department, helping with events, being re-enactors for parts of the site – the list goes on but hopefully gives everyone an opportunity to get involved and help. Watch this space or meanwhile contact Catherine on marketing@earm.co.uk or myself on gm@earm.co.uk or leave a message for either of us via 01206 242524.

An early warning – this coming January, February and March will see a major push by the engineering team to remove the boiler from No.54 aka Thomas, repair known defects on the boiler barrel, and replace some stays. The objective is to get it back in service in time for DOWT at Easter and promised hires to other railways in May. Why not start earlier I hear you say, well how about Festive DOWT in December this year? So, if you have engineering skills your assistance at Chappel during these months will be badly needed. Contact Allan Robinson on allan.robinson@earm.co.uk if you think you can help.

Days Out With Thomas is the largest single money earner for the Museum and we cannot risk failing to deliver on our commitments in 2017, so thank you for your support in advance and let us hope that in another six months some of the challenges are resolved and we can be celebrating our successes whilst our next stage of development is starting to turn into reality on the ground.

Just when you think you have seen everything life has a way of surprising you! A letter arrived from a firm of solicitors, who advised us that a bequest had been made in a will to the Museum specifically to assist the restoration and return to service of the N7 locomotive. As you know, we had previously decided to cosmetically restore the locomotive and put it on display. This was principally because of the fact that over two major overhauls the costs of the work were barely repaid in the subsequent periods of use, and consequently also meant the locomotive was seldom at the Museum. Our best estimate for a return to service on preserved metals is circa £250,000 whilst the cost for full main line running order would now be approaching £500,000; in other words not justified. Well, the bequest was for £115,000 or nearly 50% of the lower restoration cost, therefore we will be launching a public appeal aiming to raise the rest of the funds over the next few years. Expect more information in the next edition of the Magazine.

In conclusion, although it was an event we have never run before, and financially it only just covered its costs, the Industrial Steam Gala early July was noteworthy for a very special reason. We had three steam locomotives in operation, (when did that last happen?), but more importantly all three are Museum-owned locomotives, which has never happened before. Moreover, a fourth Museum owned locomotive (Lamport No.3) is well on the way to restoration with the boiler out and halfway to getting the old inner firebox removed. (*see Plumb Loco for more details –Ed*)

What chances of four Museum locomotives in steam at one time at our 50th anniversary in late 2018, perhaps with the Diesel Railbus in operation, too?

Team Wednesday Update -

The last six months have been dominated by activity on the new structure that has now been named “The Peter Thompson Building”.

By Jeff Kilpatrick

It was in far worse condition than anybody suspected at the time it was being offered to the Museum, and in consequence has needed very many hours of work to bring it up to a usable condition. As described elsewhere, the building is shared with the railway modellers, but it is the Museum's half of the building that has been the preoccupation of the team led by Dave Rose. After replacement of large sections of flooring, removal of water-affected internal fittings, replacement of structural elements which threatened to cause the collapse of the whole thing, and complete re-wiring, it is at last starting to look the part. The granting of full planning permission has made the efforts to render it habitable so very rewarding – knowing it will potentially have a fairly long life has inspired the team to do their very best by it, and more than two-thirds of our workforce have been dedicated to it throughout this time. There is still a few more months' work to do, but a commitment to making a major part accessible for the Autumn Thomas weekend was achieved. A full description of the work done is being prepared for the next edition of SVS, and by then all jobs should

have been completed and the building will be in regular use.

A recent retirement has caused your scribe to reflect on the origins of the Group and the effects of time on its constituents. It has been my habit in reporting the Group's activities not to name names in respect of particular projects but rather to regard the achievements as 'Group' triumphs. Now may be the moment to break that habit. The founder members, back at the turn of the century, were Roger Pitt, Lawrence Beeching, Cyril Johnson, John Hale and Ian Martyr. With John's recent decision to retire (not really his choice, but if driving is difficult you can't really go on) after Roger's and Ian's earlier decisions to withdraw, and Cyril's sad and much lamented demise, we are down to just Lawrence from the original group. Lawrence's contribution remains enormous, especially



► John Hale, Chris Johnson, Lawrence Beeching and Jeff Kilpatrick with the Storage Container - Malcolm Margerison.

now in the form of drawings and plans, but always with elegant engineering solutions to problems and challenges, and well-illustrated answers to others' conundrums. The Group has grown enormously, but its father-figure remains the same.

But back to the reporting I'm meant to be doing. Having so large a part of the team tied up on one project (including two newcomers, Norman Tenner and Dave Livingstone, both immediately sucked into the project – welcome to you both, hope it's what you expected!) has inevitably limited the number of other tasks that could be tackled, but life has to go on and a few other tasks have also been completed, or at least begun. A storage container for tables was commissioned and was eventually installed behind the shops beside the Miniature Railway. The means of securing the lid whilst open has a distinctly nautical flavour, but at least it should be possible to use it without the need for hard hats.

A slightly surreal episode for two of us was the assembly of female mannequins for display purposes – they came as kits and involved screwing together fronts and backs of upper bodies, made of a strangely slippery material that required a firm grasp to stop them getting away and falling to the floor, but luckily there were some eminently graspable features to help.

Our master varnisher, Nick Hazell, has finished another masterpiece for the Goods Shed – four coats of varnish are not really enough to satisfy Nick, who admits he is a bit of a fanatic on the subject but has been told to “give it a rest”! Nick was greatly helped in this project by Bill Culley, who has since been suddenly taken from us (see elsewhere in



▲ The repainted BP Tank Wagon - David Reeve.

this issue –Ed) particularly in regard with the strengthening of the bench's frame.

After completing the BP tank wagon, the same team moved on to Toad, which has now had its roof -ends replaced after the original plywood pieces delaminated and came apart. There was also some refreshing of paintwork carried out before they then took on the job of working through the Tube Wagon, replacing worn timbers – this vehicle is such an important part of Open Days that it is vital to keep it in good condition and fit for purpose. This group's next task, the VGA wagon, which is to be restored to early 'Freightliner' livery; the various layers of earlier signwriting, revealed as the vehicle has been rubbed-down and repaired, have been carefully documented and should allow a full return to the original appearance.

John Hale's last great achievement was the shaping of new steps for the Mark 2 coach, currently away for bodywork repairs: this involved much skilled application of his old gouging chisels – how will we cope without them, and him?

We have learnt the hard way that anything outdoors at Chappel made of plywood, however notionally weatherproof it might be, will

very soon be affected by the exposure to wind and rain, delaminate and fall apart. We thought we had the answer when we began treating the raw edges with powdered glue that hardens when it sets, and then applying barn paint on top of that, but still the rain gets in eventually; we had only slowed it down. The latest casualty are the Coal Displays, and these are now having their plinths replaced with wooden frames covered in weather boarding, which will give them the added advantage of matching the Coal Yard Manager's office.

A new Platform 1 running-in board has been installed with, on its back and facing the drive down to Station Road, a sign welcoming visitors to the Museum – this is a long-overdue innovation which will help visitors to identify their destination on arrival.

A job that has provoked a great deal of research is the attempt to get the 'Clacton' crane to look as though it works. It has stood as a skeleton for a while since being re-erected as part of the Lottery-funded goods yard enhancements, and deserves to be rigged properly. Although it will probably never be certified as a usable crane (which would require compliance with some very detailed regulations) it was felt it ought to at least look right. It will shortly be lifted to allow replacement of missing bearings, so that it can swing easily; missing jib stays are being made, and an appropriate single-purchase hook is being sought; then a new coat of paint and a hoist back into position.

Meanwhile, in order to get some practice in rigging of cranes, the one in the Goods Shed has been overhauled, a new effort rope fitted, and a hook located: this is of such historic interest, as it incorporates a Duckham's Patent Crane Scale, that it probably deserves an article of its own in due course.

There are countless smaller jobs that come our way, and a continuous programme of electrical bits and pieces, but our numbers continue to grow, and even if we do lose a few of the older ones there seems to be a steady supply of new talent. There is great concern nationally that too few youngsters are being attracted to the engineering-based preservation groups, but for now we seem to be coping with a steady supply of new 'young' retirees in their 60s looking for entertaining and meaningful pastimes, and if anything the average age of our group may even be dropping slightly! If this rings true to you, why not come and join us?



► The Clacton Crane - Lawrence Beeching.

Team Thursday -

Step aside Team Wednesday, Thursday is the new day to be on site.

By Colin Burwood

The Team Thursday (TT) volunteers are Alan Varletta, Colin Burwood, and Bob Proctor; and frequently include associate member Keith Brandom. What binds the team together (apart from gaffer tape) is the common aim to enjoy our volunteering time at the EARM - banter being a key feature of our days there, as is the desire to go home feeling we've done something worthwhile.

So, what have we achieved? Well it's been a busy first half of 2016 for TT, after being asked to get involved in the move of the EARM Telephone Exchange from the existing site in the Station Buildings to a shipping container near the new Storage Building.

The project began with the insulating of the shipping container using the latest hi-tech approach borrowed from the aerospace industry (using "No More Nails" to glue the insulation to the container wall – the same technique used on the insulation tiles on the Space Shuttle!). The Space Shuttle probably didn't suffer from condensation like the container did, but some intake vents and an extractor fan cured this problem for us. To complete the job, a vertical partition wall was installed to create a store room with an access door to the equipment room.

With the new Exchange fit-out completed, attention shifted to the duct and cabling on site. Some duct runs on the site had already been installed and a new duct route into the Thompson Building was required. On the existing duct runs several access chambers had to be dug out and replaced with bigger boxes to make it easier to pull in power, water, tele-

phone and IT cables.

The most challenging aspects undertaken were:-

(i) Pulling in the water pipe from the back of Platform 2 down to the Thompson Building and a branch from it to the new Storage Building.

(ii) Pulling in the 3 phase mains cable. This was of significant diameter and took a good deal of effort to pull in from Platform 2 down to the Thompson Building. Plenty of cable lube eventually did the trick with this one.

Working with Brian McGennity, we pulled in and terminated numerous telephone and IT cables ready for the phased changeover from the old Telephone Exchange in the Station Buildings to the new container. During a planned site power outage in March, Ian asked us if we could untangle several of the 3 phase power cables which fed out of the termination room on Platform 2. Among the other miscellaneous tasks tackled by TT were



► Colin enjoys lubing a cable.



▲ *Bob with a big boy's toy.*

felting the pub roof (we're still waiting for our free beer, as happened in the Shawshank Redemption when they felted the prison roof) and putting up bunting for an event day. This was achieved but not before discovering that Alan has a morbid fear of bunting, so it was left to Colin and me to complete the job!!

As we write, the 3-phase power is all connected up to the Thompson Building and ready for switch-on. The water supply to the Thompson Building and the new Storage Building has been installed and a change in water supply arrangements has been completed on the Miniature Railway. It's well known that water and electricity don't mix, so we hope to be off-site and on holiday when the big switch-on occurs.

We are looking forward to more exciting work in the remainder of 2016 and to the completion of the changeover. The increasing variety of tasks / projects we are getting involved in is keeping us all gainfully employed and improving the limited skill set we possess. Should anyone be interested in joining TT, please talk to Bob, as Alan and Colin could do with a break from having to listen to him.



► *Alan and Bob playing pick a wire, any wire.*

North Headshunt Extension -

By Peter Robinson

This scheme was a brainchild of Nick Ridgway, The work to extend the North Headshunt has been in the pipeline for some time, with the aim to enable three carriage trains to operate from Platform 2.

Although the extension needed was relatively short, some substantial work was required to shore up the embankment and to remove the existing buffer stops before the new track could be constructed.

With Chappel's customary Just-in-Time™ approach to infrastructure works, a gang was formed on the 19th March and the new track panel was slewed into place and ballasted that day. The following weekend, the Easter Day Out With Thomas was in full swing and three of our Mark 1 coaches were using the extension to provide additional capacity behind Thomas, relieving the crowding experienced at recent events.

The team of volunteers and pressed men assembled on the day included (in no particular order) Ian Rushbrook, Phil Ainsley, Ian Ainsley, Andrew Cullum, Grahame Adley, Tallon Avery, Duncan Reed, Alan Varletta, Ian Jessop, Nick Ridgway, Harry Brooks, Michael Sanders, and Peter Robinson.



The Southwold Railway -

And its Shanghai Connections

By J.D.Mann

The East Suffolk town of Halesworth seems an unlikely location for railway history - but as it happens - no! The station, in keeping with others along the 50 mile route to Lowestoft, is smartly turned out, and is served by a DMU service from Ipswich. The unique 'moveable' platforms are still in situ although long out of use: illustrated information boards describe their former usage.

On the bright July morning I was there, hordes of 'Latitude'-bound youngsters boarded buses behind the Up platform, blissfully unaware that from that very spot a long time ago a strange-looking 3ft gauge train would be waiting to rattle its way to Southwold.

The 'revival', which has gathered momentum in recent years, has met with crushing disappointments for preservationists thwarted at every turn. An extraordinary 64 page booklet published in 2003 explained in minute detail how the 'new' Southwold Railway would have been developed and operated. No stone was left unturned - even a timetable was included - but it all came to nothing. A vastly pared down project at Wenhaston has also fallen foul of local authorities. Had the original plan gone ahead the railway could now be a magnificent highly professional enterprise - but with its feet firmly planted in the historical past.

Back in 1959, the late Roy Francis (Wells & Walsingham Railway) tried in vain to raise £120 to purchase two miles of track bed near Blythburgh. He alone could have changed the course of the line's history had he succeeded in this endeavour.

As we shall hear, myths and legends still surround this little railway, which even today refuses to lay down and die, some eighty years after the last train . . .

At Southwold harbour during 1878, a consignment of eighteen thousand sleepers arrived from Norway. Construction of the narrow gauge railway to Halesworth was about to begin.

A little over sixty years later a retired policeman (the fittest OAP in Suffolk!) was sawing them up for sale as firewood at a grocers shop in Blythburgh for "tuppence ha'penny a bundle". The line had been and gone.

Ironically, twelve of these years were spent in a dereliction time warp. Locomotives, rolling stock and stations left untouched after services ceased in that chilly spring of 1929.

All changed when the War Department requisitioned these 'assets' for scrap in 1941. Legal matters, however, rumbled on into the 1960s.

From the outset this was no ordinary railway, quite the opposite! Built to the unusual (for England) gauge of 3ft, most of its initial money was used during construction, leaving precious little for rolling stock.

The driving force behind the Southwold Railway was undoubtedly the 'Lord Sugar-esque' Richard Rapier, of Ipswich engineering firm Ransomes & Rapier, appointed Chairman of the board in 1877. He had already built 'China's first railway' (I kid you not), the Shanghai and Woosung Tramway. Quick to seize an op-



▲ Southwold Railway 2-4-0T No 2 "Halesworth" poses with a crew member outside the locomotive shed. Any information of his identity would be appreciated. It is known Dr. Allen visited the line in 1926, so possibly the photograph was taken at about this time. - Photograph ICA E148 courtesy Transport Treasury.

rails etc suddenly disappeared from the Ransomes & Rapier stores as construction pushed ahead at Southwold. Two locomotives were supposedly built - all vigorously denied!

History tells us rolling stock contracts were awarded to other British firms, all very odd. But is a persistent 'legend' of the first train traversing Suffolk meadows painted yellow sporting 'Green Dragons' (ordered by the Emperor of China) also untrue?

Visually, the Southwold engines looked similar to those supplied by Rapier to China, although quite why they were not built in Ipswich must remain a mystery. The coaches, built in Bristol, bore an 'Oriental' resemblance, a cancelled Chinese order perhaps? Another clue was the omission of any form of heating (not required in sub-tropical maritime Shanghai) - Suffolk passengers were provided with straw, ankle deep on the floor, to ward off the chills of an English winter!

It is just possible that W.G. Jackson, popular leader of the Chinese expedition and driver of the last Woosung train, and appointed engineer to the Southwold on his return, may have indulged on local brew during his frequent Chinese style parties at Shanghai Cottage (imagine that in deepest Suffolk) regaling guests with tall tales from the Far East . . .

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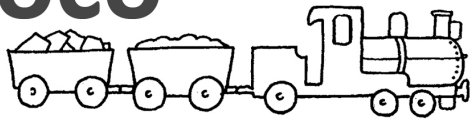
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portunity, as Western traders were establishing themselves in China, Rapier persuaded authorities and Mandarins a narrow gauge railway was 'just what they wanted'.

Fraught with problems this 'far sighted and misguided' venture ended abruptly after monies had changed hands, the Chinese dumping much of it into a river! Undeterred, Rapier retrieved this 'hardware' shipping it back to Ipswich! Subsequently,

Pete Martin's Plumb Loco



There has been an emerging trend in the last few years – especially in the volunteer heritage sector – whereby many organisations find it increasingly challenging to hold events and functions. Recent internal discussions at Chappel are similarly echoed at national and even international level. The survival of some museums, and the ability of others to carry on with what they currently do is becoming a key concern, and we are not immune to this trend. I even met a guy from Sweden, where they have a Museum of Guided Missile Technology (strange concept) which is struggling for the same reasons. The North Woolwich Railway Museum that opened in a blaze of glory in the 1980s is also now just a weed-strewn memory.

Since our inception, in 1969-70, the rationale behind our purpose has changed. Long gone are the days when everything was about preserving the Sudbury branch, which was under threat of closure at the time we moved in to Chappel & Wakes Colne Station. We have evolved, and since then the culture has changed both locally and nationally. The younger generation are now focussed on IT-derived subjects, and the base skills that underpin the Heritage movement and the remainder of those industries we have left, have seemingly passed them by.

The current education system doesn't teach anything like the same subjects that it used to years ago. With the disappearance of technical colleges in favour of academies, the focus has now transferred to gaining an NVQ in Me-

dia Studies or Origami, taking over from useful 'hands on' creative skills and thinking out of the box in readiness for life and for the best interests of the country as a whole.

This is all very well, until the last German-made light bulb in Britain blows and there won't be anyone who knows how to change it except the Chinese. Whilst your Indonesian made car relies on a Chinese-made computer to tell the Romanian AA man where it's gone wrong, it still needs someone - probably Lithuanian, with a bag of spanners made in China - to change the broken bit made in Turkey using machines tools made in China. Of course you can always throw your Japanese car away and buy another one built in Britain by a German owned company, but that is not the long-term solution to the problem.

Another nail is driven into the coffin with the recent upsurge in 'Pokémon Go', which has seen the younger population gripped by fervour, gawping into their Indian made phones and Malaysian made Ipads, whilst careering blindly into lamp-posts owned by a French utility company and being run over by Boris buses built in Ireland with parts made in Spain. It raises the question: have we taken leave of our senses and gone stark raving mad?

Trying to find ways to ‘future-proof’ the Museum, our heritage, skills and its activities, are the primary concerns of the Trustees - and there are not currently many of them! We often marvel at the things our dedicated small

group of active members have achieved over the past few years but some of us are beginning to feel our age.

So, how do we attract new people? 'Future-proofing' the Museum is something which has been the subject of much discussion, and not only at Chappel. Our sustainability depends on the attraction and training of new people to our cause. There is an existing audience of a more senior generation which we don't broadcast to - other than through the medium of Railex and Drivex events, or just chatting to visitors in the shed. Many of today's Team Wednesday were products of Drivex and were attracted to our 'Man Shed' (aka The Restoration Shed) and what we had to offer, but we haven't really explored the potential beyond that, and in the meantime a hole is developing in our workforce and skills base. There is the challenge of many people in a similar age group lurking in the undergrowth of their pre or post retirement years with a wealth of skills who are just looking for something to do, other than degenerating playing bowls or stewing in their own back yards looking at the weeds. The younger generation's obsession with IT skills and Pokémon is something which everyone in the national heritage sector - and industry - is battling against with a shortage of skills - not only engineering based. This will become increasingly important in years to come. However, there are currently many bureaucratic hurdles to be overcome before we can qualify for suitable apprenticeship schemes.

► (No so) Really Useful Engines - Toby (Number. 23) and Percy (Jubilee) both out of use with faults at the Thomas Day - David Reeve.

So there's the shot across the bows, I'll leave the rest to you.

Through the maelstrom of the more recent collapse of BHS, Brexit, and the Pokémon Go upsurge, real life continues on at Chappel which has always been a place where one can remove oneself from the rigours of the rest of the world. So in company with our thoughts on attracting new people, I am pleased to say that we have recently welcomed several new retired members to the Engineering side recently , including Ron, Trevor and Peter, to name but a few.

With the benefit of experience, we found that with all the best intentions in the world, anyone can take something apart, but all you end up with is a pile of bits which spread all over the place, and subsequently get lost. We in turn then lose the will to live. Adopting a methodical and systematic approach to restoration of anything is the best practice in order to bring some sort of control to the situation. With that in mind, we turn to "Lampport No 3", our current project, where the repaired bunker assembly and rear footplating is almost complete. Like the instructions of an Airfix kit, the cab and tank have been removed and



placed on one side, leaving parts 3, 4, & 5 free to revolve - those being the axles and wheel assemblies. The boiler has been fully exposed for evaluation, and has been the recipient of mass drilling in preparation for the removal of its life- expired inner firebox. The idea is to remove it from the outer shell by surgically removing the stays and rivets. It's a boring job (in more ways than one), but a necessary evil and all part of the job. Just as well it's not a 9F. (For those who don't know what one of those is - Google it!)

The efforts of the Engineering Gang under the guidance and determination of Allan Robinson, have culminated this year in the ability to field THREE WORKING ENGINES! This was celebrated with our recent Industrial Steam Gala, when we had them all in service. (See elsewhere in this issue -Ed.)

Jubilee, in the guise of a pseudo 'Percy', looked resplendent in Percy green, and with 54 in a darker shade of Thomas blue, they didn't look out of place as normal steam locos of a bygone era. Both of them, along with No. 11, were painted by our resident painter Robby Varletta, who also got thrown in at the deep end as trainee Driver when he found himself at the head end of 3 engines on a triple-headed train!

▼ *The DRB outside the Restoration Shed during the Beer Festival - Museum Facebook*



Although currently sidelined for a cosmetic restoration, a recent and welcome bequest has secured a potential advance in the overhaul of the N7. However, adopting our policy of "one thing at a time", we will aim to get "Lampport" up and running before we touch it in earnest. Maybe we will revisit the situation in a couple of year's time, although there is nothing to stop us from evaluating No. 69621's boiler condition further in preparation for an overhaul.

It has to be said that the sometimes touchy subject of bequests can be a traumatic situation to many, where the more traditional charities like the RNLI, Battersea Dogs Home, Heart Foundation or a local Hospice or the Alzheimer's Society are all worthy causes. Food for thought maybe but don't forget we are a charity as well, and with exciting developments in the pipeline to secure both the Museum and its Collection's future, your kind donation will go a long way to help out. Nuff said.

Work on the Diesel Railbus, No. E79963, continues with the reassembly of the south end cab partition and re-installation of Brian's refurbished control desk. Cab drop lights have had new window rubbers fitted, the old ones being rather tired and shrunk. The last welding repairs to the structure have been completed with the south end destination-blind box having been re-plated. It would be nice to know if anyone has any of the original rollers

and destination blinds, rather than the current painted fixed sign with "Bartlow" "Haverhill" or "Saffron Walden" on it. The cab ceiling has been refitted and painting is in hand and the wood has just been ordered to complete the floor and the passenger compartment ceiling. However, reviewing the condition of the wheels, there may be a need for another set which is going to cost a bob or two. Ho hum.

The sorry saga of Toby the Tram continues. I had a phone call the other day from the guy who has taken our pile of Leyland Albion 900 engine bits in order to reassemble them into some sort of order; the gist of which was that he has discovered we may need another replacement piston because ours has broken. Well, that was his request, and when I told him he had already got the last new one in the world to replace the bashed one which seized the engine in the first place, he retreated to his workshop for a rethink.

He sent it to me to see if we can do anything with it and the good news is that the piston is not completely broken. On presenting it to Gosnay's in Romford - with whom I have worked up a bit of a rapport over the past couple of years since the engine was first broken- they think it can be repaired. They have the technology now, but not quite to the point of 3D-printing a complete new engine- yet!

If anyone wants head gaskets or valves for these engines, let me know. I have the world's supply - but nothing else. I could go on but Hon. Ed won't let me cos I've used too many werds.

So come on down. Lots to do.....
See you soon then.....

Model Railway Club News

Things are looking up for the Braintree & Halstead Model Railway Club, following our move to Chappel in what will be known as the "Peter Thompson Building". We are well on the way to finishing our Clubhouse refurbishment, so modelling is on the horizon again. There are 2 layouts installed in the Public Exhibition room and 3 layouts in our Clubroom. Minor repairs are underway on the layouts; working with tiny screws and 12v is a big change from sledge hammers and mains electricity!

The Club would like to say a big "Thank You" to members of the Museum who have helped us to reach this stage, made us feel at home, and donated model items to us. We are normally there all day on a Thursday, so if you pop in and see us then you will be made most welcome.

► *A model of Halstead Station takes shape in the Peter Thompson Building.*



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:

Chris Adams, The Adds Family, Madeleine Andrews, The Baines Family, Clare Beckett, The Bidwell Family, The Clement Family, Julian Cooper, Mrs Charlotte Corsham, Doug & Jill Covell, Patrick Dervan, Jessica Dines, Sam Dines, Thomas Dobinson, Alan Faint, Angela Farthing, Andrew Fullerton, Ryan Gant, Jonathan Guy, Robert Heron, David Hoare, Dawn Lamb, John Latimer, Joshua Lingley, David Livingstone, David Mann, Trevor Rogers, Sir Bob Russell, Kevin Smith, The Thompson Family, John Trendell, Edwin Watling, Christopher Yetling, and Sebastian Yule.

We welcome back The Noons family and Kevin Northcott as returning members.

Unfortunately, we have to record the death of Joan Russell, who has passed away after a long illness. In earlier years she had helped out in the Buffet. We might remember that even when confined to a wheelchair, she used to attend the AGMs and remained a member all that time. Our sympathies go out to her husband Les, her son David, and also to all her other friends and family. Our thoughts also go to Mike Stanbury on the death of his former wife Sherly; her obituary appears elsewhere in the Magazine.

Founder member Stanley Munday also passed away some time ago. Few details are known about when and where this happened, so we would be grateful if anyone can supply more details of this sad event.

We would also like to wish a speedy recovery to Adèle Gibbons following a serious car accident.

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.



G.R.Mortimer: An Appreciation

By Rob Boyce

Whilst not a member of the Museum, Richard Mortimer was well known to many for his transport photographs of East Anglia: not just railways, but buses and shipping featured as well. He sadly passed away on 14th February following a road traffic accident. The following appreciation comes from E.W. (Ted) Lawrence:

Richard (Dick) Mortimer was a highly accomplished railway photographer. My earliest recollections of his railway photography were in the Meccano Magazine and the railway magazines of the early 1950s. When I started to compile Stour Valley Album back in 1972, Dick was one of the railway photographers who made his collection of the Stour Valley Line freely available for me to use. This resulted in twenty of his photographs being published in the 1973 edition of Stour Valley Album and thirty three in the revised 2011 edition. A tragic ending to a life so talented and somebody who has given so much pleasure to those of us who love the railways of East Anglia. His name will live on in his railway photographic collection.

Farewell Richard Mortimer

By J.D.Mann

It was with great sadness I learned of Richard Mortimer's passing in February 2016. He was without doubt a true pioneer of East Anglian photography.

Richard started taking photographs in 1946, his images soon gracing the pages of many high profile transport and general interest publications such as Essex Countryside and East Anglian Magazine. His pictures were not confined to transport: he would in his own words take 'anything of interest' on his expeditions from Brantham, near Manningtree. Over the decades the collection has built into a valuable record of East Anglian life, all meticulously documented.



Richard was also the proud owner of a BR track pass, giving him access to locations not available to the public. He would often trek for miles along the ballast to a tall signal post for that special shot, faithfully recorded on his Super Iconta cameras, often mounted in a frame, taking simultaneous black and white and later colour views.

Although a quiet man, he was always willing to help the Museum's Publications team and many of his photographs were made available for Stour Valley Steam and other titles. Richard's untimely death has shocked us all: we will be much the poorer for his passing.

EARM Express News - Small amounts of Museum news, delivered to you in bitesize chunks.

Have anything to add? Email your news to svs@earm.co.uk

HELLO AND GOODBYE

We welcome Stuart Degnan to the VRC team, Stuart has taken up the job in the VRC as a Customer Service assistant, whilst we temporarily say Farewell to Stacey McElroy who is now in Maternity Leave, having given birth to her second child, a girl called Nelly.

We also welcome Andrew Lynch who has joined us to undertake light maintenance of the Museum and its facilities.

CLACTON CRANE

Work is continuing on the Clacton Crane, including replacing the missing jib braces. Anyone knowing where to find a single purchase lifting hook, thought to be the correct equipment for this crane, please speak to Lawrence Beeching or Jeff Kilpatrick of Team Wednesday. Alternatively, contact Allan Robinson (contact details on Principal Officer's page).

ESTATES JOBS

There are many tasks needing tending to around the Museum, principally involving grounds maintenance, fencing and painting, etc. If you are able to help, please contact Ian Reed (see Principal Officers' Page), or just turn up on a Wednesday.

SECOND HAND BOOK SALES

Sales from the self-service "Bookends" operation in the former Bungay Coach on Platform 2 are proceeding well. So far over £800 has been raised from this source in this calendar year.

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

JAM TARTZ CATERING

For some months the catering in the Platform 2 Café has been run by Jam Tartz of Sudbury.

Since they have been there it has been possible to offer a wider range of refreshments than has been possible in the VRC. There have been substantial discounts for Museum members. Unfortunately at the time of going to press it would seem that the venture has not proved profitable for them. It therefore seems likely that they will cease their operations here at the end of the year.

In the meantime, they have placed an advert with us which has enabled us to run colour in this edition of Stour Valley Steam. Whatever the outcome of any negotiations we wish them

continued success in their Sudbury – based business, details of this can be found on page 51 of this magazine.

You will find their advertisement on the inside back cover of the Magazine.

BILL CULLEY

We are saddened to report that A.D. ("Bill") Culley has died suddenly of a heart attack whilst on holiday in Portugal. Bill had been a stalwart of Team Wednesday for a number of years, and will be remembered particularly for his enthusiastic manning of the Lewis gun emplacement at the very first 'Forties Home Front event, engaging with the visitors and really playing the part.

Following the inevitable problems of repatriation, a cremation service was held on 12th October. A full obituary will appear in our next edition. We offer our sympathies to his widow Jill, his daughters, and the rest of the family.



PLEASE ACCEPT OUR APOLOGIES FOR THE LATE RUNNING OF THIS SERVICE

No not another frequently played out automated announcement which can be heard at your local railway station.

Editors note: I would like to take this opportunity to apologise for this issue of the Magazine running late for a variety of reasons. However, it has provided us with the opportunity to give some coverage to a number of events which we would normally have missed, both sad in this case and good, in the fact that the Thompson Building has survived the test of both the Thomas and Beer Festival Events.

ABELLIO SECURES 9 YEAR FRANCHISE IN EAST ANGLIA

The Department for Transport have announced that Abellio East Anglia Ltd (to be branded as Greater Anglia) have won the new 10 year rail franchise for East Anglia, which will replace the current operator Abellio Greater Anglia Ltd, Trading as Abellio Greater Anglia, (formerly Greater Anglia). Confused? We are too. Abellio East Anglia trading as Greater Anglia have taken over operations from Abellio Greater Anglia on 16th October 2016.

It is understood that Abellio East Anglia Greater Anglia have some big plans, including total fleet replacement with the most interesting being the replacement of the Sprinter and Turbostar units with Stadler Flirts, a hybrid train which will be powered either from the overhead lines (where available) or a diesel engine. Franchise plans suggest that the Sudbury service will be extended to Colchester Town. It's interesting to see that a British Rail Eastern Region idea has resurfaced 30 years later.



Matchstick Models -

You might have seen Ian with his models during some event days, here he tells us more about them.

By Ian Bates

I was given a locomotive kit about 23 years ago which was constructed using matches. I had made OO gauge working models in the past but using matchsticks was new to me! I was intrigued but was not happy with the model portrayed. The illustration on the box showed a 4-6-0, parallel boiler 2 cylinder loco of a design that I had never seen before.

The designer did not have a railway background as far as I could see and some of the terminology was strange. However, I decided to carry on and make the model as suggested since I had not worked with matchsticks before. The most disconcerting thing about the model was the fact that it did not have frames! The boiler wheels etc would all be attached to the footplate. As this was all new to me I decided to carry on and assemble it anyway. This task took me about 6 months in my spare time.

I realised that it would take me at least another 6 months to complete the model and I would then be left with a loco I would not give house room to. So, I would build a loco using the parts already completed. The LNER "B1" came to mind and I made drawings to suit my version of it. The boiler, for instance, is slightly smaller in diameter than the original B1. I completed the loco and tender, using proper frames.

I decided the next model would have to be a coach and what better than a Thompson coach to go with the Thompson B1 loco. I felt that the compartments were a little narrow and would not fit four people comfortably, but conversely the coach sides and corridor were slightly thicker than the 12ft/inch version.



◀ Ian and his collection of Matchstick models on display in the Goods Shed during the Industrial Steam Gala - Museum Facebook



▲ Ian Bates adds an ex-LNER L1 tank engine to the Steam Gala Loco Line - David Reeve
Rob Varletta, Liz Rushbrook, John Guy, and Keith Brandom work on the Platform 2 Widening Project just before the Easter Day out with Thomas Event - David Reeve ▲
▼ Liz Rushbrook improvises to keep dry whilst undertaking her duties - Neil Temlett
Tallon Avery on the footplate of Number 23 - Museum Facebook ▼





▲ The scene in the Restoration Shed for the 30th Beer Festival on 8th September 2016 - Chappel Beer Festival Facebook Site

▼ Jubilee and No.11 rest in platform 2 while Greater Anglia diesel unit 153314 leaves platform 1 for Sudbury during the Industrial Steam Gala on 3rd July 2016 - G.D.King



▲ Number 11 propels the Freight Train during the May Day Trains Event on 2nd May 2016 - Darren Johnson

▼ Phil Ainsley undertakes a pressure wash of Jeffrey at the front of the station on 21st August 2016 - Museum Facebook Site





▲ Ian Reed in the Museum's very own Miniature Pub - The Viaduct at the May Day Trains Event - Museum Facebook Site



► 66413 stands in Platform 3 at Marks Tey station awaiting access to the Down Main having shunted from the S&T Siding, 23rd June 2016 - Marcus Teyus



▲ Pat Hale, John Hale, Mark Evershed & Jeff Kilpatrick - after 16 years John has "retired" from Team Wednesday - Lawrence Beeching

◀ Morris Men perform at the Transport Extravaganza event on 30th May 2016 - Darren Johnson



Colchester Railway Group Update - by Dave Cornell

Meets at Friends Meeting House, 6 Church Street, off Head Street, Colchester, CO1 1NP.
Contact David Reeve - 01206 793923

The first meeting of 2016 in February brought along John Day on the subject of "Here, There and Almost Everywhere". We were entertained with a variety of slides that were taken all over the Midlands, South Wales, London and East Anglia, covering both current and preserved scenes with the final sequence were taken around Ipswich late on in 2015.

The April meeting brought Phil Ainsley back this time to give the audience the delights of another digital presentation on "Ephemera Part 2", as the event had over-run in December. Continuing on from where he had left off, it was a mix of ephemera, paperwork, maps, wartime items and tickets by trawling through a much less viewed part of our railway heritage.

At the summer meeting on 3rd June Peter Jones gave a talk which was entitled Mail by Rail. This began in the 1700s in the very beginnings of Royal Mail showing the use of coach and horses and turnpike improvements to the road network. The presentation moved through the centuries and covered all major developments, both over ground with the mail trains, and underground in the case of the line connecting the various London termini with the Mount Pleasant sorting office. The evening concluded with a showing of the famous 1936 film "Night Mail", produced by the GPO Film Unit which featured the poet W H Auden and backing music by Benjamin Britten.

Our Branch AGM was held on October 7th. At a well-attended meeting in the Friends Meeting House the existing Committee were re-elected, once again. The line-up is: Dave Cornell (Chairman), Roy Anderson (Treasurer) and David Reeve (Secretary). Phil Ainsley and Chris Johnson are the additional Committee members. Jean Richards and Rob Murton were thanked for their role in providing refreshments in the interval. After the formal business of the AGM was concluded Mike Stanbury gave a "premiere performance" of a talk he was due to give to the Great Eastern Railway Society shortly afterwards. This was a fascinating historical journey from Marks Tey to Sudbury, focussing on the station architecture and railway layouts. Many thanks to Mike for this, especially as the talk was arranged at short notice.

Readers are reminded that more details of these talks and other activities can be found on our website: <http://colchesterrailwaygroup.wordpress.com/>. News of the Colchester Railway Group's meetings, forthcoming programme, meeting reports and photographs can be found here.

The 2017 programme, is currently being arranged with the first meeting in February. Details will be available on the web-site as items are finalised. Readers are reminded that there is a link to us from the Get Involved tab of the Museum's own website www.earm.co.uk.

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

Attendances at The Enfield Transport Circle meetings through 2016 have continued to be very encouraging, and we have had a good variety of speakers and subjects at our meetings.

Following the AGM in March at which videos about "Flying Scotsman" and A4 "Pacifics" were also shown, the April meeting turned to a different form of transport – commercial aircraft with a fascinating and comprehensive illustrated history of British Airways and its predecessors given by Jim Davies of the BA museum. It made us realize how much air travel has developed from the early small planes to today's "Jumbo Jets" and Airbuses.

It was back to railways and the East Coast mainline again in May when Ken Livermore of the North British Loco Preservation Group took us on a nostalgic steam-hauled journey from Kings Cross to Sunderland using colour slides taken around 1960. In June John Jolley gave us a fascinating and entertaining talk on his railway museum at Mangapps Farm in Essex. Although the running line is not very long, the museum has an amazing collection of railway artefacts, signalling equipment, signs and notices as well as some unusual items of rolling stock, ranging from a Canadian caboose to part of a car from the Southend Pier Railway.

In June we had our summer outing to the Royal Mail Museum store where they have a fascinating collection of post boxes, stamp machines and other Royal Mail equipment, including a few road vehicles. There was also some rolling stock and control equipment from the Post Office Underground railway (part of which is due to re-open as a tourist attraction before too long). For our June meeting our Secretary showed some videos of US railroads from the Circle's collection.

After the summer holiday break we welcomed back Peter Watson with his usual selection of videos and photos of trains, boats and planes, past and present, all taken by himself. He has now started on the huge task of scanning his old colour slides so they can be shown on a digital projector, along with more modern material, and before they start to deteriorate too much.

October saw a fascinating illustrated talk by two members of the B17 Society on the construction of the replica LNER B17 4-6-0 locomotive "Spirit of Sandringham". As well as telling us what is involved in building a full-size steam loco to mainline standards, they gave us an insight into the history of the B17 class.

November will see another completely different subject when former member John Polley is coming to give a talk on "The New River", which is neither new nor a river, as it was constructed several hundred years ago to provide fresh water for London. This is of particular local interest as it runs through Enfield and part of a redundant loop of the river passes within 100 yards of our meeting hall! This part of the river was restored a few years ago and is an attractive feature of Enfield town.

The year will conclude in traditional style when David Alison comes from Cumbria to show us

slides of his rail travels during the last year. It is at this time of year we remember the late Bob Todd who used to come to our December meeting each year to show us some of his amazing cine film archive. In August our Chairman represented the Circle (and the East Anglian Railway Museum) at the annual gathering of Bob Todd's friends and associates, which this year was held at the North London Society of Model Engineers running track at Colney Heath near Hatfield – a number of 5" gauge model steam locos were run that afternoon in Bob's memory, including B1 4-6-0s, and A4 4-6-2 and a V3 2-6-2T.

Words from the Works by Allan Robinson

No. 54 ("Thomas") having been smartened up with a new paint job, courtesy of Rob Varletta, continues to perform its Thomas duties. It has had 2 outings this year to the Colne Valley Railway and also the North Norfolk Railway, where it was joined by Percy (Jubilee).

No 11 has been doing the majority of the steam days on site but is now able to share these duties with Jubilee, which after having its 10 year boiler overhaul, is now back in traffic in the guise of Percy.

Work continues apace on Lamport No 3's boiler with over 300 firebox stays now drilled, ready for removal. It is hoped to remove the old inner firebox later this year so as to provide a pattern for a replacement one. The repairs to the bunker are nearly complete and the rest of the plate-work on the loco is in reasonable order.

The N7 is receiving a good clean and repaint so as to display with our vintage GER coaches until such time as finance is available for a complete overhaul.

The DRB is progressing well, and with all body repairs done the tricky job of reassembly has begun in earnest.

The brake rigging on the 1873 GER 3rd Open Brake coach is progressing with the hand brake now working, and it is hoped to remount the body on the chassis this autumn. If anybody out there is feeling generous, we need to purchase a new set of springs next year at an estimated cost of £3000; all donations towards this project would be gratefully received.

The VGA wagon is currently undergoing repairs and a repaint by Ian Rushbrook. The intention is to display it in the original Freightliner livery when work on it is complete.



◀ Number 54 returning from the Colne Valley Railway on 14th June 2016 - Museum Facebook Site.

2015 AGM Report -

The AGM for the East Anglian Railway Museum group of companies took place on 2nd April 2016.

By Jeff Kilpatrick

Your correspondent was unable to attend this year's meeting, so this report has been compiled from the official minutes with, hopefully, a minimum of either embellishment or inaccuracy.

The meeting, which was held on 2nd April, attracted the usual good turnout of members and shareholders, and after Peter Martin had taken the chair he introduced the Museum's new honorary president, Sir Bob Russell. A retired Member of Parliament for Colchester; he was at one time its Mayor and recalled his involvement in the original purchase of the Museum site. He wrote to the British Railways Property Board, and the site was subsequently withdrawn from general sale and purchased by the Museum. He paid tribute to all those who keep history alive, and said that to be asked to be President was an honour, although he made it clear he is not a "hands on" person but was pleased to help out in any way he could.

Turning to the Trading Company, Retail Director Mark Cornell said it had been a good strong year on event hires, with a new catering outlet – Jam Tartz - and retail sales increased with a new range generating good profit margins. A new till system has been introduced which is doing exactly what was required, and also has a management control system and ticket-issuing facility. The bar code tickets which the new system issues give greater control, and although the loss of the former Edmondson-type tickets might be regretted, getting them printed is now a problem. Tribute was paid to Mark and his family for the work involved in setting up the new shop, and to Darren John-

son for the till installations. The costs associated with the Orchard developments, which are on Trading property, and particularly the Peter Thompson Building, are not to be capitalised in view of the temporary nature of the building, so have impacted the bottom line.

The Chairman highlighted the significant amount of work that had been put in by volunteers during the year, remarking as an aside that by far the majority of them are over 60 and a problem of manpower shortages is looming unless this changes: he invited bright ideas while acknowledging that all voluntary organisations have the same problem of lack of engagement from the younger generations.

Once again the Museum's accounts are not straightforward, and Ian Reed referred to the lack of comparability with the previous year due to the effect of the Heritage Lottery Fund grant. But it had been a good year, with the surplus going into reserves. A fall in income from Event days had been offset in part by the increase in Museum day admissions, and these continue to improve. Steaming fees are down following the N7's retirement, although other locos continue to generate worthwhile income. He paid tribute to the engineers in charge of our locomotive fleet, and mentioned in particular Rob Varletta's work with the coaches.

Catherine Harrison was introduced as the newly-in-post Marketing and Events Planning manager, with experience as a VAQAS inspector and Blue Badge Guide. She said that there were seventeen events planned for this year,

and she will be at them all. A new approach to marketing is proposed, making greater use of on-line advertising and social media.

Trustees Mike Stanbury and Peter Martin were re-elected and, after having been co-opted as a Trustee in February 2016, Andrew Cullum was also elected. Andrew has a long experience in railway preservation, particularly with the Mid-Suffolk Light Railway, and is welcomed to the Board of Trustees. The Membership Secretary, Magazine Editor and three members of the Members' Committee, respectively Linda Robinson, David Reeve, and Brendan Sothcott, Allan Robinson and Nick Proud, were re-elected.

A wide-ranging overview of achievements and prospects highlighted the need to concentrate on the more remunerative activities, and in particular volunteers were sought for overseeing and caretaker duties for the profitable Goods Shed hires. Site developments were often delayed by the actions of a very few local residents, although the vast majority remain supportive (and actively enjoy the Beer fests!). There were thanks expressed to those who donated books for sale, and even your editorial team had cause to blush at kind comments.

Poetry Corner Steam Day by Geoff Carder

At the Railway Museum station
There is no special journey
Just up and back.....
But it takes me further
Riding on the hissing steam
Sliding down time on the ghost of the
whistle,
Back to the boy with the wide eyes
And the hammering heart.
The boy warm with excitement and sunshine
As he stands on the summertime platform,
Watching the seaside train snake in.

I see a small face in the smoky wind
Leaning out at the bend
To catch sight of the engine
And I remember how he'd climb into
the luggage rack
And sing "diddly dee, - diddly dah"
As the wheels rolled over the track
And the hedges and houses flew past.

But now the boy is gone
Along with the steamy locos
And the days of innocence and
wonder.

And a man with his memories and secrets
Smiles an unseen smile
As he watches his grandchildren
Step before him into the carriage
And the boy slips away
Into the haze of steam and into the smoke
of time.



Bookstalls in the Family

My father Ken worked 45 years for W H Smith's, retiring, slightly early because of ill-health, on January 1st 1974 as Bookstall Manager at Epsom.

By Graham Wing

W H Smith & Sons was founded in 1792, with the first bookstall at London's Euston Station opened in 1848. The business grew with the expansion of the railway network; by 1902 there were over 1200 stalls, although by 1948 this had fallen to 1000, and by 1972 there were only 287 in operation.

My father had started his career at the Epsom Town Bookstall, but he subsequently worked at Cheam Bookstall and then finally became the Manager at Epsom Station.

(The LBSCR had arrived in Epsom (High St) in 1847, and the LSWR station opened at Epsom Town in 1859. In 1929 the Southern Railway rebuilt the Epsom Town building to its current Art Deco appearance, on the site of the latter station but now serving both the ex-LSWR and ex-LBSCR routes, but now known as plain "Epsom").

He would leave home at 4.30 to 5.00 a.m. to open up, put the rounds up using the "Moon" System, make sure the paperboys & girls had collected them and still be clear for the rush of passengers queuing for papers & magazines on their way to the trains. He went home for lunch at 1.00pm, slept from 2.00 to 4.30 and then went back to the bookstall with the evening papers for the returning commuter rush. Dad slept in a chair in the afternoons in the dining room, and always awoke for a cup of tea around 4.30 p.m., never needing an alarm or a call. Dad had an assistant to help him cover the afternoon shift, and on Wednesdays when he took the whole afternoon off as his half day.

I remember that if I was early in the morning, I was allowed to help fetch the papers from the

station. We pushed wheeled barrows through the huge lifts from the platform levels down two storeys to the concourse level, where they had been thrown onto the platforms by the Guard off the newspaper trains. I soon learnt to read the headlines upside down on the stall in a break from serving the customers. Like my brothers, I was a paper-round boy from 13 years old, although being the son of the manager meant no "sickies" or other excuses not to turn out, since Dad would have to cover all the rounds. I believe there were seven in all, and over the years us three boys learnt two rounds as well as our own, so we could cover anyone on holiday or unwell, and save Dad going out as he was the only one who knew all seven of them. He never minded doing a round if he was short, but he would go later as he wouldn't leave his queue of commuters until at least 8.30 a.m. when the rush was easing. I remember the best, or worst, one was the hospitals – 5 hospitals out in the country around Epsom in a big loop – it was great that there were only 5 deliveries, no gates or letter boxes to bother with, but it was a long way with the heavy bikes, and the huge numbers of papers, a nice ride in the summer, but a challenge with snow and ice or rain in the winter.

We were lucky that the bookstall didn't open on Sundays, when Smiths' shop in the High Street covered our work. The Sunday Editions were very heavy, as indeed they still are. We each in turn started on the big Smiths' trade bikes, a heavy slow single gear machine with huge panniers each side at the back. Dad could keep these machines roadworthy for years; they never wore out, although they were prone to punctures! However, with the

money we earned from the rounds, we saved up and bought a more modern machine; mine had 10 gears I remember.

On Saturdays and School Holidays, I used to arrive at the bookstall around 8.30a.m. just as the commuter traffic was easing off. My favourite job was to count the copper change into paper bags for banking; you had to be absolutely accurate as the bank checked weighed the bags. I still love counting money to this day.

Dad would hand the correct paper or magazine to each customer who all called him "Ken" or sometimes "Mr. Wing". He knew each customer's order without being asked, although the rush on the mornings was incredible. Epsom served London Bridge, Waterloo and Victoria and the commuters all rushed through the gates, along the subway and up two flights of stairs for the London trains, keeping an eye on the boards that told them which platform to use next. (Much later, I would become one of those commuters myself and learnt the art of patience, travelling to Victoria every day. I was spoilt by my first commute from Angmering to Victoria; the 6.58 buffet car with toast and tea, a chat with fellow travellers, and reading the "Daily Telegraph" at a table for the rest of the journey. Epsom to Victoria in 4 or 8 Car EMU Suburban Slam Door Stock and no toilets was a bit of a shock after that!).

The "Stop Press" for the evening papers came from a little print shop across the road. Tea was collected in a huge jug from a cafe in the same alley. I helped my brother sell race cards on Race Days, especially Derby Day, on the down platforms for the crowds coming down from London. I remember that at the station gates, where the ticket inspectors were collecting fares from customers without tickets, they would ask where the chap got on the train and if he said "E-Well" which was the next station up the line, the inspector would just charge the full London fare, because if he

had come from Ewell, he would know it was pronounced "yule" by the locals!

On Saturdays, I went back to the bookstall again to take Dad a flask of tea, and his lunch. It was during one of these trips that my Dad said that as I read every magazine in the place, why not join the Childrens' Library, which was just across the road from the Station. It was this remark that started me on my love of books and enabled me to read six a week at no cost. When I was older and trusted by the library staff, I was allowed into the Adult Reference Library. It was like going into a treasure trove of knowledge – years before the www! I still love books, as my partner will testify, the answer to accusations of having too many is to explain we just don't have enough bookcases!

Dad spent every Sunday evening after tea filling in the great order sheets on our dining table, for Smith's Head Office at Swindon to order the papers and magazines he would need for delivery two weeks later, on a rolling program. He had to remember customers' special orders, extra papers for days like the Race Days, and he read the trade papers to see if any new publications might go well. When I first started visiting the bookstall, there was talk of the library, but it was no longer operating by then.

Dad always wore a smart suit and tie, and although he had served in the conflict in Italy and Africa, we never heard him swear. I know his customers thought a great deal of him, with his politeness and knowledge of their orders, and they in turn were very generous at Christmas. Sunday was his one day off, other than Wednesday afternoons, when he would either be on his allotment or doing some DIY around the house. He always called in to the Liberal Club in Upper High Street on his way home, to have a ceremonial pint to mark the end of his working day.

Sherly Stanbury -

An Obituary

Sherly, ex-wife of Mike Stanbury, in her 79th year, passed away on 5th July 2016 in the Critical Care Unit at Colchester Hospital after a short illness. Sherly was a great support to Mike in his days as Chairman, and played a full part in the social life of the Museum and its events, such as the illustrations here of the 150th Anniversary of the Opening of the Branch celebrations in 1999. She will be remembered by many of the older members.



Left to right. Unknown. Unknown. Sherly Stanbury, Muriel Thompson, Mike Stanbury, Mark House, Peter Thompson.

In spite of extensive enquiries, we have been unable to identify the man and woman on the left. If any reader knows who they are, we would be pleased to hear from them - Ed.

On Train Announcements A Request by Geoff Hutton

On a recent journey in the North of England, I was pleased to learn that the driver of the train had challenged the guard to make all the announcements about the station stops in the form of poems. He achieved this, to the delight of all the passengers.

Can all the the TOCs adopt this as standard, please? It is so much more entertaining than the standard messages about security and smoking.

The Ticket Trilogy -

By Mike Stanbury

The story begins with transfer of artefacts to us on the closure of the Old Station Railway Museum at North Woolwich. Amongst the items were two beautifully made wooden cabinets each with a roller shutter door, finished in varnished wood, which we presumed were for tickets of some description as they were lockable. They were finished to the same shade as the Passimeter Office, so we presumed there may have been some connection. Numerous enquiries were made through various channels as to what use they would have been put to, but without result. However, at the Heritage Railway Association Annual Dinner at Wolverhampton in February, I found myself seated next to Nick Brodrick, the Assistant Editor of Railway Magazine, and explained the situation, and was invited to send an illustration and description which he subsequently published in the following letter.

Mr Nick Brodrick, Deputy Editor, Railway Magazine,

"Dear Nick,
East Anglian Railway Museum has a puzzle on its hands with two artefacts of LNER origin for which we are attempting to find out what they are used for, and we are hopeful that you may be able to find a space in Railway Magazine in the hope that your readers may be able to give us an answer. The Museum inherited from the Old Station Museum, North Woolwich what we believed were two LNER ticket dispensing cases, of wooden construction, each with a lockable roller shutter. There was no paperwork of any sort accompanying them, but in view of the shade of varnish finish we think they were associated with the LNER Passimeter Office, which we now have restored and will be their ultimate destination,

if applicable to them.

Having taken advice from the Great Eastern Railway Society ticket experts, they cannot confirm that they were for tickets. We are somewhat puzzled by the construction of the racks, which are far wider than they need be for either Edmundson or season tickets. The upright partitions and sides of the cases have downward sloping recesses cut into the wood, which would appear to indicate that whatever was in them were racked in some kind of cassette (for want of a better word) with side projections which dropped them into place when inserted. The cases are 22" high, 14" wide and 6" deep. The gap between the partitions is 1 3/4" wide and 2" across the recess of the indentations. The letters LNER in 1/4" high letters is die-stamped into the wood on the reverse.

As stated, the Great Eastern Railway Society are unable to help, and I have written to two representatives of the LNER Society in the hope they could ask their members, but have not even received the courtesy of an acknowledgement.

I have attached three images, which should offer sufficient information, and we are hopeful that you may be able to feature this in Readers' Letters to clear this enigma.

Yours sincerely, Mike Stanbury"

So here's the second part of the trilogy.

Two or three replies were received after publication, including one from Sir William McAlpine, but none of them very helpful, but one in particular I just had to bring to a wider audience, that being from Richard Bovington of Huddersfield.



◀ *The wooden cabinet showing the roller shutter - Mike Stanbury.*

than the wild variety. In order to keep the pigeons calm in their loft there are warning letters stamped on the back to deter people from disturbing them. The letters stand for Loud Noises Endanger Rest.

I hope this throws useful light on the mystery. Please pass this letter on to the Railway Magazine with the proviso that they publish it in the April 1st issue, which I'm sure you'll agree is an appropriate date. Yours faithfully, Richard Bovington"

Well, you can imagine my feelings as I read it, until I came to the last paragraph when all became clear. It was sent to Railway Magazine, but unfortunately, not published.

A further reply came from Great Eastern Railway Society member and ex-Stationmaster Rod Lock, who gave the answer that the cabinets were used for holding rolls of face value parcels stamps, hence the lockable cabinets. So there was the answer, and an illustration was provided from the book "From Tivetshall to Beccles" by Adderson and Kenworthy of a cabinet in the booking office at Bungay.

The final part of the Trilogy.

Now the final part of the trilogy, a letter from retired Booking Clerk John Milner, which is full of interest

"Dear Mr.Stanbury, 11 April, 2016.

I have only just got round to reading the March, 2016 edition of "The Railway Magazine" and seen your letter about the MYSTERY

MUSEUM ITEM as illustrated therein.

I worked for the whole of 1955 in the Passimeter at the former Stratford Market station on the Palace Gates/North Woolwich line. It would have been good if I could have confirmed that we had such an item there, but regrettably I do not recall one. To the right of my ticket issuing window there was just a conventional shaped rack to hold the most issued Edmundsen type tickets appropriate to the station and then normal cupboards under the all-round work top, obviously to give the best all round view of what was going on around my work position. It is difficult to even hazard a guess as to the mystery item's purpose; unopened packs of spare Edmundsen tickets could be a possibility, allowing a bit more space width-wise for the packaging, although that would not explain the indentations in the rack.

My time at Stratford Market, before my call up for National Service, was among the most interesting of my 36 year railway career. There was the ASLEF strike in summer of 1955, for instance, when I cycled in daily from my then home of Gidea Park and my only work was doing the paybills for the Goods Depot, some 100 staff under the Goods Agent.

On the other extreme, when there was a bus strike, the Station Foreman, Bob Luff, had opened up at 0600 to find a queue down the side street and between us we ran out of printed tickets for some destinations wanted by the dockers and had to resort to writing out paper tickets. In normal times the weekly take for the station was about £25. The most expensive printed ticket we had was 5s (five shillings, now 25p.) return for the Southend Lights! Tottenham home games gave me the busiest booking times.

I performed permanent early turn 0630 to 1330 (Mon/Sat), with the late turn Clerk doing 1400 to 1800; she was the Wife of the Chief Clerk at Stratford, Mr.Shaw, under the control of the Station Master, Mr.F.E.Allen,

also in charge of Maryland, where I did my initial three months training under Head Clerk Alf Madders. This was a training route for many new ticket office starters in the London District; one my subsequent colleagues had gone to North Woolwich and my predecessor to Manor Park. I had time after the morning trains ceased about 1000 at Stratford Market to examine the long closed main booking office. It had about three windows and the old accounting books from pre-war were still there and revealed what a busy station it had once been.

In 1985 I visited the North Woolwich museum and when I told the young man, smartly dressed in S.M.'s uniform, where I had worked he invited me into the ticket office and I could imagine myself back straight away. About two years ago I went to the DLR Stratford High St. station, to see that the old street level building was still there; I doubt the Passimeter was though! Although I have lived in Surrey for 48 years, my link with Essex remains as a member of Essex County Cricket Club.

Yours sincerely, John Milner"

So there we have it, a most interesting exercise, and John Milner confirmed to me in a later letter that any parcels at Stratford would have been dealt with in the main line booking office, where they would undoubtedly have had such cabinets.



Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam Autumn 1976

In contrast to Ian Reed's report about a successful Easter and Christmas, Mike Lake tells us what the 1976 season was like

OPEN DAYS 76 SEASON

The majority of the Society's income is drawn from Open Weekends and I thought it would be useful to give an interim report on the earlier of this season's events.

After the winter months the Society's bank account normally shows a fairly minimal balance and everyone hopes for a good start to the new season! Last year the Easter weekend occurred at the end of March and brought in that much needed cash. This year we had to wait until mid-April, and it was disappointing that the first Open Weekend at the end of March only produced the following results; Visitors numbered 1200 of whom two thirds took a ride, gross takings were £375 (excluding Bookshop and Buffet).

Easter, 3 days, Visitors 5500 Rides 3800 Gross £1440.
Spring, 3 days, Visitors 3400 Rides 2100 Gross £910.
A disappointing drop.

It may still look like a lot of money to some of you, but after taking account of all the overheads including rent, rates, fuel, crossing keeper costs etc., it does not leave a vast amount for heavy expenses like repairing engines, coaches, and buildings, for instance. And let's face it, there's a great deal of that to be done!

Having said that the majority of income is from the G B Public on Open Days, another substantial source of funds is the Christmas Draw. Please sell all the books you can - I have ample stocks in Chelmsford!

And don't forget the Sponsored Walk.

Mike Lake. Treasurer.

30 Years Ago - Stour Valley Steam Summer 1976

Someone behind the pseudonym of '61249' tries to make sense of the name change of the Society to the East Anglian Railway Museum.

LETTER TO THE EDITOR

Whilst I wholeheartedly endorse your plea to end the arguments about the name change to "The East Anglian Railway Museum", I believe you have painted a rather depressing picture of the whole situation. Perhaps, therefore, I can add a few words on the subject for the benefit of other readers.

Consider first the branch line from Marks Tey to Sudbury. This is, was, and always has been the Stour Valley line. Originally projected as the Colchester, Stour Valley, Sudbury and Halstead Railway, the Stour Valley name derives from the fact that for approximately half of its length, roughly from Mount Bures crossing right into Sudbury, it follows closely the course of said river. That soon after its construction the line was extended for miles further along the Stour is beside the point. It would now be difficult to re-lay track beyond Sudbury, but such a scheme has not been given serious consideration for about ten years - since the 'Walk with Steam' proposal was made. With great respect to those who worked so hard to prepare the Report, there was a feeling of half-heartedness that such a venture would stretch our resources and detract from our aim of running steam trains on all or part of the branch.

Saving some of the existing branch to Sudbury had become the Society's objective when the lease on Chappel Station and Yard was obtained in 1970, and remains so to this day. A referendum amongst members not too long ago gave the Committee an overwhelming mandate to negotiate with British Rail in the hope of operating a joint venture with them on Summer Sundays while the line remained open. One can therefore assume that the majority of members live in hope of one day seeing steam trains working again on the Stour Valley line.

Over the years, pipe dreams tend to give way to cold reality, and it has become apparent that to achieve this objective we need the necessary back-up facilities. We must show that we are capable of carrying out major projects as well as running a railway so that our proposals will be taken seriously. Hence the concentration of effort in developing the Chappel site. It may have been great fun back in the early seventies when "Gunby" ran up and down the line with the Pooley van, separated from the crowds at the crossing only by a man with a piece of rope, but no-one can deny that the

present operation is a far cry from that - and a vast improvement. Progressing from a bunch of enthusiastic amateurs to a professionally disciplined organisation was an essential prerequisite to any future expansion. Thanks to the dedicated efforts of a hard-core of members, we have demonstrated that virtually anything can be achieved given the incentive and will-power. How many times did you hear the doubting Thomas's say "BR will never let us re-lay the track in Platform 2; we can't possibly put a footbridge over BR; they'll never allow a permanent connection", and as for the erection of a certain shed, well....These have all come about thanks to the determination of members to combine their own efforts, the MSC staff, and the Community Service workers into one objective. Restoration and maintenance of locos, rolling stock, signalling, permanent way, buildings, etc is all of the highest possible standard, but as you have stated Mr Editor, this all costs a lot of money so we need to attract the public in ever greater numbers. I feel sure the prospect of a visit to the East Anglian Railway Museum sounds more exciting than the Stour Valley Railway Centre or Chappel Steam Centre, and creates a more accurate impression of what to expect. It is interesting to observe that Quainton Railway Centre has this year elected to become the Buckinghamshire Railway Centre, presumably for similar reasons.

Finally, has it occurred to anyone that when we are operating trains on the branch, the Museum will give people a good reason to alight at Chappel?

20 Years Ago - Stour Valley Steam Summer 1996

From the Boardroom

THAT MOST MARVELLOUS GIFT

Many of you will be aware by now that to our great delight the Class N7 0-6-2T locomotive No. 69621 'A J Hill' was donated to the Museum on 4 April by the owner Dr. Fred Youell.

The Museum has had the locomotive in trust from Dr Youell since it arrived at Chappel from Neville Hill, Leeds in 1973. However, the trust document was neither as detailed nor as comprehensive as it should have been and with the possibility of a new fundraising initiative looking forward to the N7's ten year overhaul, the constraints of the Charity Commissioners could not be satisfied unless an im-

proved deed of trust was in place.

Accordingly, last year dialogue was commenced by Mike Stanbury with Fred, his wife Susan and son Matthew, which after much discussion led to Fred not just putting the loco into a trust, but making an outright donation of it to the Museum, where it will be safe in perpetuity. This was a marvellous gesture on Fred's part, to whom we extend our grateful thanks, and to Susan and Matthew who played such a large part in persuading him that this was the best course of action to take.

So the future for the locomotive is now secure, as part of the working collection, and it can continue to spread the Gospel of St. Stratford wherever it goes and fundraising for its future

can now start. North Norfolk have the 'Wandering 1500 Fund' - why don't we have the 'Nomadic N7 Appeal'?
Mike Stanbury

CUSTOMER SERVICE MANAGER

Barry Newcombe is the Museum's newly appointed CSM. His is a paid, permanent though part-time (Monday to Friday) position and his duties include the championing of our visitors' interests and the securing of growth in both visitor numbers and sales.

Barry is currently responding to instructions from Trustees but members and volunteer

workers on site during the week are requested to accept his guidance and direction where appropriate, and to provide him every support and the fullest cooperation.

The position will later involve developing the enhancement and the presentation of the Museum, its work, collection, its buildings and volunteers. Phil Ainsley

SANDCASTLES RUN INTO THE SAND

Most members will be aware either by word of mouth or through the considerable press coverage that, for the second year running, we have had to abandon the idea of running steam trips on the Colchester-Clacton branch. This decision was taken with the utmost reluctance and regret as we felt the Museum would have benefited enormously from the exercise, not financially it must be stressed, but rather for a number of other reasons.

It would have a) raised our profile locally, regionally and indeed nationally as a serious participant both in the railway and tourist industries,

b) established our credibility in running such events, thereby opening up possibilities elsewhere, c) provided us with tremendous experience of the marketing, operating and administration aspects of such an enterprise and d) given us enormous publicity opportunities on an ongoing basis since the local councils, and Tendring District Council in particular, were anxious that this should become an annual event. The principal hang-up was the requirement for prepayment of the total contract charge.

We intend to continue negotiations for 1997. Peter Thompson

NEWS!

NEWS!

NEWS!

NEWS!

NEWS!

CHAPPEL COL/96/0159 certifies DPP from Colchester BC for the building of a replica former station building on P2. The Booking Office telephone 01206 242524 has been equipped with BT Call Minder. Resplendent Barclay steam loco 'John Howe' arrived for duty end May. Allocated regular steam loco 'Bellerophon' moves to the NNR in August.

EAST-WEST RAIL LINK. 25 Local Authorities have commissioned a study to build a freight/passenger railway Norwich-Ipswich-Swindon.

MARKS TEY Whilst the down loop on the GER main has been severed for SBox supports, the overhead wires remain in place!

ONGAR The little preservation group is suffering from investor intrusion. Project investors have proposed buying the 6 mile ex-Central line branch from LU and restoring the commuter services with a new light DMU. It proposes that part of its costs will be recouped from the Preservation group and their weekend steam operations. The charge is quoted to be £250k a year!

10 Years Ago - Stour Valley Steam Spring 2006

Duncan Reed gives us a rundown of one of our successful events from the mid 2000s

Spanning the Century 2006 by Duncan Reed

This year's Spanning the Century event was held on Sunday 19th March, which turned out to be a rather cool spring day! Whilst attendance was marginally down on last year, the number of visitors availing themselves of the opportunity to drive Peter Martin's Class 04 diesel for just £5 reached record numbers, and was a very profitable exercise.

As usual, the interior of the Goods Shed was transformed into an exhibition area, and thanks go to John Smith for bringing along his model railway and to Dave Mordecai for bringing along some of his excellent model engines. Also popular was the display of permanent way artefacts and other tools used on the railway in days gone by, together with a number of signalling items. Brian Harker from the Essex and South Suffolk Community Rail Partnership manned a stand giving information on the lines that make up the partnership, the Mayflower Line (Harwich to Manningtree), the Essex Sunshine Coast Line (Colchester to Clacton and Walton), the Crouch Valley Line (from Wickford to Southminster) and our own Gainsborough line from Marks ley to Sudbury.

David Wood was able to arrange for one of his Scammells to be on display by the Goods Shed, and it was good to see him visiting on what was sadly to be his last visit to the Museum on an operating day. I would like to also take this opportunity to pay tribute to David for all his help with this event over the past few years.

Train rides were provided as always, in both a DMU and on a King George hauled vintage train, including the superbly restored 553. It had been hoped to include 19 as well, but sadly restoration work was not completed in time - maybe next year?



One of our own members provided a strong link with the theme of Spanning the Century, with Dr Ayling from Chelmsford visiting on the day. For those of you who do not know Dr Ayling, he is a very sprightly centenarian and certainly enjoyed his visit.

He also made a most generous donation to the Museum, and the accompanying photograph shows him passing a cheque to Museum Chairman Mike Stanbury.

My thanks go to all who were involved in setting up, publicising and running the event this year. Next year's event will be spread over two days of a Bank Holiday weekend - more details will be available in due course, but any offers of exhibits on loan or suggestions how we can improve the event would be most welcome.

A WORD FROM YOUR SPONSOR; W. Mirecki, membership no. 4837

My life was saved by the East Anglian Railway Museum. Rather a grand claim one might think. But when you consider all the good things that have happened to me the last 20 years since I came here running Chappel Galleries with my wife Edna, it is only fitting that we are sponsoring the 20th Chappel Beer Festival.

Before arriving here, I had remained in London after having gained a very modest degree in Science. I'd only scraped through because by the 2nd year, I realised I was in the wrong game. So a period of discontentment and ill health followed due to internal conflicts until I finally left London, abandoned my career (by then, industrial design engineer) and returned to Essex to take up the brush. In 1986, to supplement my fledgling career as painter, I joined the Manpower Services Commission (MSC) scheme at the Museum. For those that don't remember, this was a community based scheme run by government to enable 'good works' to be done. The more cynical amongst us saw the MSC as Mickey-Mouse jobs masquerading the Thatcher government's 3 million unemployment figures. Nonetheless, I for one felt the benefit and so in truth should the Museum. Would the restoration shed have been built at the time without it?

It was the first week in January 1986, bitterly cold and wet. My boss Chris Mulraney (and future best man) set me the task of digging a deep hole on platform 2 so that water could be obtained for the buffet car. The ground was wet, sticky, heavy clay. I on the other hand was weak, unfit, unhealthy and could have wept. It was days before I got to the bottom so that a hydraulic ram could force a bore

to the station buildings the other side of the tracks for mains water. At the end of the day, every part of my body hurt.

The reward came that evening when my new found friends and sleeping car residents Chris and Ian Martyr took me to the Thatchers Arms. I was introduced to the legendary landlady Corrie who cooked a home-made meat pie. I thought I'd arrived in heaven - I was working on the railway, my life-long passion, and having supper in the best pub in the world. At weekends, the volunteers would go there and we had many good sessions with song and laughter. During the week, it was my front parlour and dining room. I got to know many of the local farmers and heard many wonderful stories of the brave US Airmen who flew from Wormingford during WWII from Corrie whose parents then ran the pub.

I joined as a member of the Museum pretty well straight away, and although only paid for 3 days worked more. I was smitten, besides you couldn't have a lie-in with people banging about. So, everyday I woke to silence, broken only by birdsong until the rest of the MSC team arrived and the fun would start. Two brothers, Paul and John, who worked like Trojans (even joining in when they came for their interview before they even got the job), kept up a non-stop banter and made it all such fun.

At weekends though, things were different. The MSC team were strangers and some of the membership showed hostility. It was a 'them and us' situation which I think I now understand. All clubs and societies develop factions and the early pioneers couldn't all adjust to

change. What is an expensive pastime needs oodles of cash which meant making concessions especially to a paying public. I fully sympathise with those who ask what have Thomas the Tank or this Beer Festival got to do with an interest in railways. Also, I was being paid to do what others were doing voluntarily or more to the point, paying for out of their own pockets. Sometimes, you'd return to work on a Monday only to find last weeks work undone and I'm sure the members would turn up at weekends looking for missing parts from the N7. On the MSC's team part, there was no malice intended.

Incidentally, it was I who was volunteered to draw the N7's tanks so that new ones could be fabricated. I remember including on the drawings where the old condensing units would have gone and I'm sure where the rivets went in their fabrication. The replacements were welded. So where are all you 'rivet counters'? Has no-one noticed the absence of these details (*well did anyone? - Ed*).

That first winter was not only cold, it lasted long. The first bank holiday at Easter saw the first public steam day. Fred Youell was in charge of track then and came down for a full week to get things in order. 16 Again I was 'volunteered' to climb to the top of signal posts to chip ice off the mechanisms and lubricate them with a Siberian wind blowing. Meanwhile, Edna, my wife to be was working in Amsterdam and that winter, the river Amstel froze over so that people skated on the ice. She had already bought the property that was to become Chappel Galleries and would come over in the spring to start her new life as propri-

etor of her own business. I well remember her opening day despite not having yet met. Her eldest sister took a walk up to the Museum and broadcast the event - it was May 16th 1986.

Later that year on the August bank holiday, Edna took a stall at a craft fair held on site. Chris told me on my return that she was taking in lodgers. By this time, eight months living in a railway carriage was beginning to pall. So on a Wednesday I had an interview with the landlady, on Thursday I paid my deposit for my room, (*did you get it back? -Ed*) on Friday I moved in and on Saturday, I was stripping wallpaper!!

The last few months on the MSC scheme (you only got one year) was a blur as I was holding down 2 jobs. One at the Museum and the other at the gallery. But one notable event was the 1st Chappel Beer Festival which neatly closes the circle to this brief story. Through the Museum, I met Edna, my wife and business partner. And no ordinary business either - as a painter what could be more fitting than what is now an established art gallery. Set in the beautiful Colne Valley, it is a painters dream. Combined with my love of railways and beer, I feel I am the luckiest man alive.

▼ The MSC Team 1986.



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Focus on Marks Tey Station -

A Record of Recent Developments and Happenings.



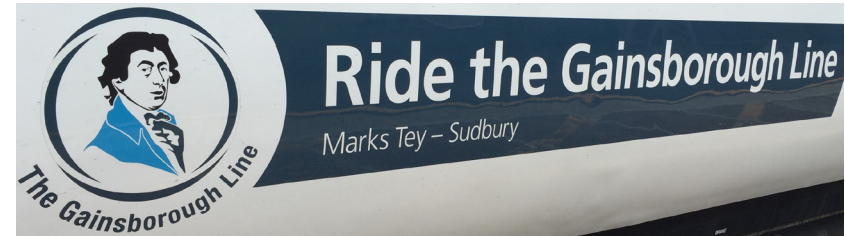
◀ An Orange Army undertake the resurfacing of platforms 2 and 3 during the 2015 August Bank Holiday.

Down-road services ran non-stop through the station, with buses running Witham - Sudbury and Witham to Colchester.



▲ Pan Down - 90009 having broken down at Marks Tey in Platform 1 on 7th January 2016 - a fairly convenient place as it allowed the use of the bi-directional signalling through platform 2 for up-road services. It was rescued after about 3 hours by another Class 90.

▼ Not much left - the former Retort House mid-demolition on 3rd August 2016.



◀ Do as it says - 156412 was branded to advertise the line on 22nd June.



▲ New Waiting Room and Sheltered Waiting Area - built during the Summer of 2016 this new waiting room features Ikea plants and power sockets, the old waiting room further down the platform has also been refurbished with leather sofas and a raised floor for level access.



► 66522 and the Network Rail High Output Delay Causer Ballast Cleaner stands at Marks Tey awaiting access to the work site which was on the Down Main between Marks Tey and Chitts Hill on 19th July 2016.





▲ Mike Stanbury and either Les Houghton or Laurie Bold recycling the slates from Braintree Signal Box, Mike writes "The sign was in three parts, which was left under the canopy in the station awaiting collection by us, when it disappeared, where we know not. The cabinet behind Bocking is the washstand which is now in North Box. Exact date unknown, believed to be 1977, it was after the installation of MAS, and pre electrification."

Last Call for Stour Valley Steam 161

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

STOUR VALLEY STEAM 162 - SPRING 2016

Stour Valley Steam is now published every six months, deadline for copy for *Stour Valley Steam* 162 will be 10th January 2017 at the very latest, with an intended publication date of late February to co-inside with the AGM notices.

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

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

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Food Images by Tia Cook Photography

Back Cover: The triple-headed combination of Jubilee (WB 2542/1935), No.54 (RSH 7031/1941) and No.11 (AB 1047/1905) creep cautiously round the curve into platform 3 during the Industrial Steam Gala on 3rd July 2016 Photo by G.D.King.



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