

STOUR VALLEY

S T E A M



SPRING 2017, ISSUE 162

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION



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STOUR VALLEY STEAM

EDITORIAL

Once again, we are at the start of a new year, with all its attendant hopes and fears. It may be that "Brexit" represents both of these – certainly its impact on the UK tourist trade, so important to us, is hard to predict.

At the Museum, the N7 has undergone an extensive cosmetic overhaul, and looks superb; a credit to all who have worked on it. Hopefully its appearance will give renewed heart to all those people engaged in finishing off other long-term projects; notably No. 54's boiler work and the Peter Thompson Building. As we move towards completion on these projects, you will see from these pages that other ones are about to start: Mini-Rail's impending relocation into the Orchard area marks the start of the "Eastern Extension" scheme, which Nick Ridgway outlined in SVS 160.

Elsewhere on site, we are pleased to see that our caterers, Jam Tartz, have agreed to carry on their good work; you are urged to support them if you can. A sustained improvement in our catering offer will surely help to boost visitor numbers and help to make us known outside traditional circles.

Finally, you will notice that this is an "economy edition" of the Magazine. This is for several reasons. The first is that because the last issue was late, we have had less time to gather material, and we are constrained by the AGM notice- giving deadline from delaying this edition. The second reason is that our costs have continued to rise, and you will see that it has regrettably been necessary to increase Museum membership subscriptions after holding the price for several years. We will continue to seek ways of maintaining the quality of our productions by means of additional outside funding, and any ideas on this topic will be welcomed.

David Reeve - Editor

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Front Cover:
N7 No. 69621 basks in the sun on Wednesday, 4th January 2017. Its paintwork is a credit to all those who have worked on its cosmetic restoration to "BR Black" livery. - David Reeve

Museum Events Update – Hello everybody!

This is my first article for “Stour Valley Steam”, so please bear with me.

By James Cornell

For those who don't know who I am, my name is James Cornell and I am the new Events Manager, here at the East Anglian Railway Museum. I will be putting regular articles in this magazine to keep you updated about events, future plans relating to them and mini progress reports, so that everybody knows what is happening behind the scenes.

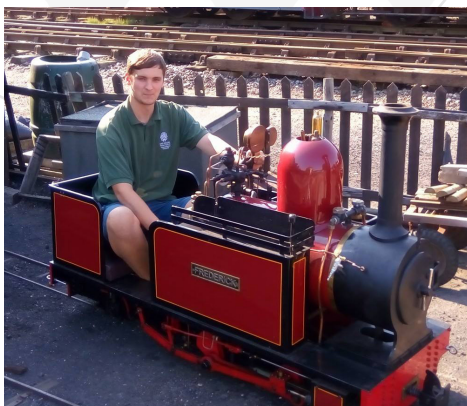
We have an attractive programme for the coming year, including our very busy Transport Extravaganza and some new items such as our Fun Days in April and a New Members' Day. As you may know, the Museum's main money-making events are the Beer Festivals, the Transport Extravaganza and the Thomas days - as well as relying on our visitors on standard museum days. With your continued cooperation and support, we could make the other events as equally busy as those mentioned. We have a very strong network of volunteers who put 110% into everything they do. If we continue this ethic then we will be smashing targets left right and centre!

This year I want to develop the quality of service we give to our visitors on Event Days. By this I mean making sure everybody on site is aware of what is happening, where and when, and is able to answer any question that may be asked at an event. I shall be producing a small document that will be given out to every member who is present on site at an event. The document will include information as to where things are located, any relevant times that need to be known and a bank of possible questions that may be asked by a visitor with answers below it. This is to ensure we are not all giving different answers and sending people all over the site.

Last of all I want to reach out to people who are members of the Museum but maybe don't get involved as much as they would like to. To help out at events or to be put on the roster requires no particular skills (except operational duties such as driving and signalling, where a written and practical exam must be done). Our regular members are very friendly after they have been fed and would be very happy to show you the ropes and to get you involved. We are always looking for volunteers who have some time they want to devote and put their presence to good use.

That is all from me for this issue - hope my first article makes sense!

► *James on the Mini Rail Engine Frederick in 2016*



Regular Guided Tours – Phil Ainsley has a request regarding Guided Tours at the Museum

We know that steam locomotives and our demonstration heritage railway create drama: the sight, sound and smell of the steam locomotive is a universal spectacle easily appreciated and readily enjoyed by families coming especially to our larger events. But what is the impact of our Museum on a day when there are no wheels in motion? What is seen and understood by a visitor looking at the station buildings and the yard, when they are seen just as a series of static views. What is their relevance and how do they relate to our daily life? A guided tour can help them to draw maximum benefit from a visit and understand our purpose as a museum.

Even before visitors go over the footbridge to the yard, they should be encouraged to pause and look more closely at the station buildings: why was such a large ornate building needed? We can explain how it reflected the importance of railways in the early days to the village. In viewing our booking office, can we perhaps suggest the idea that physical paper tickets (like Edmundson types before them) will soon be a thing of the past, as the use of cash and coinage is waning – could it be replaced completely in say twenty years' time? In the yard there are goods wagons, conveyance of freight being the original driver for building railways, and a Coal merchant's office – without them you might have had a cold home in the early 20th century, when directly burning fossil fuels was the only way to keep warm in the winter!

Unless we have a window to the past, we can't

test what progress has been made and we can't always judge whether future changes are for the good. Look at the Mark 1 coaches on Platform 2 – there are different designs for different journeys, and construction materials change for safety improvements. Sometimes from a passenger's perspective not all changes are improvements, and new designs may be seen as retrograde - not aligning seats with windows for example?

We all wish for better interpretation of our site and exhibits, but with ongoing developments mere upgrades to the signage is not going to be adequate due to many changes to take place on site in the next few years. Signage on its own cannot convey the whole message.

What can be done is setting up regular guided tours. It is suggested that initially these will be offered on Wednesdays when we have many people and lots of activity on site. They can be expanded as volunteers are available. We shall be setting out a format for a standard tour and will give guidance to new volunteer guides, so if you wish to increase your knowledge and enjoyment of your railway and heritage interest, and want to share that with others, you would be most welcome.

It's great to be able to talk to different people as families come and explore, and as a guide you will get different perspectives and have an interesting and rewarding time yourself identifying artefacts of interest to the different age groups and answering questions from

children, parents and grandparents at the same time!

The pleasures of showing people around is not just in what you say, it's in the feedback from visitors and their appreciation of what we have spent collectively nearly fifty years creating ! If you are interested in joining the guided tour crew, please look for information posted around site or if you're reading this at home contact the museum or drop a line to schools@earm.co.uk with the header message "Regular Guided Tours". We also run tours for schools, which is a separate activity and funnily enough we encourage members and supporters to consider that too if you are able.

Signalling Record Society Visit

By Jack Plumb

On Saturday 17th September, 10 members of the Signal Record Society met me in the afternoon for a tour round the Museum. For those members who are not familiar with this society, their main function is to study both past and current signalling installations. This spreads to an impressive paper archive held in the Midlands. As part of their studies, they visit many Heritage, Network Rail and London Underground Signalboxes.

At the end of their tour, in which they took in all Signalboxes on our site, they visited the Archive Store to explore some of the signaling items stored there. The members of the tour all left very happy on what they had seen at the museum with a view to return again if they were in the area.



It was learnt during the afternoon that one of the members owns the original Mistley Signalbox board. He is hoping to bring down the sign in the future, so that we can reunite it with North Box, even if only for a day! Our thanks are extended to Jaki Collison for arranging the opening of the Archive store, as well as Jon Kendall for his assistance in putting everything away at the end of our visit.

As well as the donations gratefully received from the tour participants, it is hoped that the contacts between the Museum and the Society will prove invaluable in the future. Indeed, they already have brought us some benefit, with one of their members offering to come down to the Museum and help us catalogue our extensive signalling collection.

Matchstick Models

Ian Bates continues with more insights into the world of "Matchstick Modelling"

By Ian Bates

You may recall that his first proprietary kit was a parallel-boiler 4-6-0, which was not really based on any actual prototype. However, it perhaps most closely resembled the LNER Thompson B1, so the revised model was based on this locomotive, but with some unavoidable differences.

Ian tells the tale:

Following on from my last article, I would like to return to my explanation for the construction of the "B1", to justify its current appearance. You will see from the accompanying picture that the cab sidesheets extend lower than on the prototype locomotive. But, imagine, if you will, that British Railways did not come into being on 1st January 1948 and that the LNER remained as an independent company. Locomotive construction continued remained the responsibility of the Chief Mechanical Engineer, A.H. Peppercorn, and continued much as before. The need at the time was for lighter, faster trains and AHP might have used the "B1" as a suitable locomotive for the middle distance trains, of about eight coaches in length. Certain adjustments could have been made to the locomotive, one being a smaller diameter boiler pressed to 250 psi; this would have increased the tractive effort to 30,694 lbs, which was not far off that of the A3 Pacific. Another might have been to return to using a more "normal" cab-side pattern as was later adopted on the "K1" 2-6-0. (This engine was in many respects a smaller version of the "B1" locomotive). And there you have my model!

It is now time to consider what my next project would be. The ex-GNR "N2" 0-6-2 tank engine came to mind and as I had a side view

drawing of it, it was the obvious choice to be my next locomotive. I photocopied that drawing and increased it to Gauge One scale. Photocopiers in those days seemed to increase the vertical measurements slightly, compared to the horizontal ones and I felt it was necessary to make my own drawing because of the distortions this caused. The side view was fine but when it came to the end view, I found that the side tanks were painfully narrow. I had set the width of the N2 to match the B1, but I then discovered that the footplate dimension I had used on the B1 (from the kit) was 8ft whereas most LNER locos were 9ft wide. The comments in my previous article (in SVS161) about the width of the coach now made sense.

I proceeded with the N2 to a genuine Gauge One (10mm/ft), starting with the frames. I included the valve gear so it could be seen below the boiler, and decided at this stage to improve on the wheels that I had made for the B1. I had not been happy with the design of wheels suggested in the instructions to that locomotive, so the N2 would have to have better ones. I found that by building the wheels into the form of a hexagon and four deep, I could turn them on the lathe, giving a reasonable rim and tyre. The all that was needed was a turned hub, and some profiled spokes. Most of the N2 class had condensing gear, so that was the obvious choice to model. I was able to build up the pipes and again, by using the lathe, make the bends in the pipework.

In the next edition of "Stour Valley Steam" I hope to describe the modelling of the LNER "P2" 2-8-2 locomotive.

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

WORDS FROM THE WORKS - ALLAN ROBINSON

At the moment the engineering team are working flat out on getting Number 54 "Thomas" through it's 10 year boiler exam ready for Easter so all other major projects are currently on hold. However, I can say that GER coach body 308 (the "Chapel Coach") has been reunited with its under-frame and Kevin is now progressing the repairs to the body. Work on "Lampport No. 3" has now progressed to the point where only the roof stays are left to be removed, which will release the inner firebox. This in turn will give me access to the inside of the boiler in order to determine how much work is required before a new inner firebox can be fitted to the boiler.



We really would appreciate all the help we can get to ensure we finish the job on Number 54 "Thomas" in time. We thank all those who have already put in time and ask you to keep coming back, and we will welcome anyone else who can help out. We have a job for you no matter how much or little technical ability you have and we can help you learn new skills. The gang are at Chappel on Saturdays, Sundays, and Wednesdays so do please come along.

CLASS 04 DIESEL

As you may recall, this went away for overhaul some years ago. For various reasons this was a lot more protracted than was ever anticipated, but it is now scheduled to return soon. When it does, there will be the need for all Class 04 drivers to be re-certified, as it has been away so long that all competencies have expired. Once this task has been largely completed, there will be the opportunity for additional people to receive training on the loco: details will appear in the Operating Newsletter. If you are interested, and don't already receive the occasional Operating Newsletter, please send an e-mail to rob.boyce@earm.co.uk

NUMBER 11 IS OFF ON HOLIDAY

the move scheduled for 31st January, when it will be going on hire to the Didcot Railway Centre. We are reliably informed that whilst it is there the rumours about it being converted to run on their broad gauge demonstration line are not true! If anyone visits Didcot during its stay there, we would be very grateful to receive photographs of it at work.

No. 11 also features in a newly self-published book by long serving photographer Geoff King, in its days prior to withdrawal and after coming to Chappel. Geoff has also similarly published some other books, dealing with the last days of steam on the Big Railway around Cambridge and around Leicester. If you would like to know more, please e-mail svs@earm.co.uk and we will put you in contact with Geoff.

CHAPPEL HISTORY

History is made daily all around the world, and Chappel is no exception! As regular readers know, the Museum has an extensive photographic collection that is regularly added to. But we need your help, as we cannot be on site all the time! Any photographs of work in progress, special events etc., etc are most welcome for inclusion in the photographic collection.

Contributions can be dealt with either via email to rob.boyce@earm.co.uk or prints, CDs etc can be left for him in the Visitor Reception.

The listings of photographs in the Museum Collection appear on the members area of the website, and are periodically updated.

WINIFRED

Pullman coach Winifred has been on loan to the Museum from David Smith since June 2014, but is scheduled to leave the Museum on 1st February. Many thanks to David for allowing us to use it.

ONE OF THE GREATEST PICTURES EVER

The photo by Geoff King which was on the back of SVS 161 has been much admired. It is intended to have the image printed as a poster, but mounted and framed at the entrance to the Peter Thompson Building, under the title "Preservation Pride.". This reflects the fact that all three of the Museum's steam locomotives were in action at the Industrial Steam Gala on Sunday, 3rd July 2016, restored to full working condition, and with rebuilt wagons giving rides to visitors.

This image shows our visitors what railway preservation is all about. In the background is the relocated and operational signal box and the trains are running on a track layout rebuilt in 2014; the whole effect is to re-create a scene that would otherwise be lost.

BURES ROAD FOOTPATH

The long awaited Bures Road Footpath was opened on Saturday 15th October by the Chairman of Essex County Council, Councillor John Aldridge. The new footpath will provide a safe and secure route to bypass the dangerous Bures Road. The opening was attended by County Councillor, Anne Brown along with Peter Chillingworth, the local Ward Councillor who had both supported the scheme from its inception.

The footpath, although privately owned by the BRFS resident group, is now dedicated for use by the general public and is an unusual venture not previously attempted in the Essex area. BRFS Director, Jim Taylor welcomed all those who had attended and said "I am absolutely delighted that we have managed to get this scheme off the ground, it just shows how local people can get things moving if you really want something. In addition I thank all those that have contributed to the scheme, especially the local Villagers and businesses and of course Peter Chillingworth and Anne Brown for all their background support." The party walked the 310 metre footpath after Councillor Aldridge had cut the ribbon to open the path.

MEMBERS WEBSITE

Members are reminded that the Member's Area can still be accessed via <http://members.earm.co.uk>. This contains all recent Stour Valley Steams as PDF, AGM notices and accounts and other Museum information/policies, plus details of The Enfield Transport Circle and their meetings.

Miniature Railway 2 -

It gives me great pleasure to announce that after years of anticipation and months of planning the Museum has agreed to the proposals put forward for the redevelopment of our Miniature Railway. *By Tim Rice*

A dream that has been dreamt by so many, for so long, now seems finally to be coming true. The Miniature Railway Team, along with help from Nick Ridgway, has put together plans for a new miniature railway, to be sited in the Orchard fields.

Phase One of the proposals has been approved for construction, which means that work can begin, or at least, we can plan to make a start. The new railway will start life behind the BDJ Walsh Heritage Centre, running east towards Spring Gardens Lane for a few hundred metres. This will enable us to begin running public services and test the new system before looking to expand onwards and upwards, but in fact most certainly downwards deep into the trees!

In the last few weeks things have started to happen. John Bicknell and I have surveyed the Northern Orchard field to get an idea of levels and gradients. Plans are beginning to be put down on paper and a more detailed idea of what the new railway may look like is being formulated.

"Time waits for no man", so they say! With other major projects on site and the almost immediate kick-off for the new Restoration Shed's new earthworks, we are working against the clock to up sticks and move location. The land the Miniature Railway currently sits on is required to achieve the planned switchback from the Museum's main line into the Orchard. This means we are currently looking through our possessions and de-cluttering prior to calling in the removal men, with a lot of drapes!

Soon after May we will be leaving our present site, taking our track and ballast with us, along with all the engines and stock. Note for your diaries: "The last passenger train on the Chappel Miniature Railway will be the 16.00 hrs from Orchard Lane on the ??/??/2017." It's going to happen, but the final date is yet to be set. Once we have taken the plunge, the race will be on to move the railway, and all its associated works, to a new location as quickly as possible.

What this all means is that the Miniature Railway Team has a new project on its hands; we would like to share this news with the rest of the Museum as we think this is a major milestone in our development. A project like this not only requires physical manpower but support and backing too. There is a need for many different skills from CAD designing and drawing to fabrication, groundwork, painting and signwriting, so if you feel you can help in any of these areas we would be pleased to hear from you.

Anyone who would like to be involved in this exciting new project please contact me via, tim_rice@btinternet.com.

► *John Bicknell and Tim Rice surveying the route on 22nd Jan 2017 - Rob Boyce*



Cross Country Tragedy -

The Stour Valley Line north of Sudbury closed fifty years ago, John D Mann remembers this significant anniversary.

On March 6th 1967, thirty miles of track and ten stations between Shelford Junction and Sudbury saw its last trains it wasn't a 'gala' affair, just another Beeching casualty.

The 1965 proposal called for complete closure to Marks Tey - forty two miles and thirteen stations in total. After acrimonious objections a temporary reprieve was granted for the Sudbury to Marks Tey section which came under intense scrutiny again in 1974. Somehow it survived.

The railway mostly meandered through sweeping cornfields punctuated by attractive wayside stations, forming an important route between Cambridge and the GE main line. It retained an air of antiquity to the very end.



▲ *Sturmer from the train, 1st August 1955 - Dr G H Hunt, J D Mann collection.*

In 1968 the fledgling SVRPS proposed purchase of the Sudbury to Long Melford section. With the preservation movement in its infancy BR negotiations broke down and the scheme was abandoned.

Half a century on - blessings must be counted - we still have a few miles of railway to savour.

Further reading

The Stour Valley Railway by B D J Walsh
Stour Valley Album by E W Lawrence



◀ *Rebuilt by Gresley as B12/3, No. 61556 arrives at Long Melford with a Colchester to Cambridge train during the 1950s - G A Yeomans, J D Mann collection.*

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:

James Gardiner, Richard Hill, Brian Knight, Gordon Lynch, Joshua Mackae, Desmond Perret, James Shuttleworth, and Richard Williams.

Unfortunately, we have to record the death of Ron Quantock. Ron used to tend the gardens at Chappel, so we are reprinting an article he wrote as a tribute. A fuller obituary will appear in the next edition of the Magazine.

As we go to press we learn of the death of Mr B Cole, an early member and Alan Baker, who was a new member. Our condolences are offered to the families and friends of these gentlemen.

Best wishes to all those members who are recovering from surgery or are otherwise unwell. This list is not exhaustive but includes Lawrence Beeching, Julian Cooper, Chris Hoser, Chris Johnson, Dennis Manchee, Peter Merrick, Julia Proud, and John Smith.

The membership cost has remained the same for over 10 years now, however we have reached a point where the Trustees of the Museum have agreed that the cost of membership subscription will need to be increased. This will take effect immediately with the higher rate to be paid at the next renewal.

Please see below for the new costs and types of membership:

Adult (16 – 59 years inclusive)	£22.00
Joint Adults (2 x Adults (as above), residing at the same address)	£33.00
Senior (60 and above years)	£20.00
Joint Senior (2 x Seniors (as above), residing at the same address)	£30.00
Junior (4 – 12 years inclusive)	£10.00
Student (13 – 15 years inclusive, or 22 years if in full-time education)	£10.00
Family Group (comprising of 2 Adults or Seniors, + up to 3 Juniors/Students)	£43.00

There are also a range of Life Memberships, for more information about these please email membership@earm.co.uk

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.

AD (Bill) Culley, 11th May 1932 – 10th September 2016

The Museum, and in particular its Team Wednesday of which he was a very active member, was well represented at Bill's funeral service at Colchester Crematorium on 12th October, along with his widow Jill and many family members and friends associated with all his various



There is universal agreement to the idea of naming the platform trolley he was working on most recently "Bill's Barrow", with appropriate signage. This job was the one he volunteered for a few months ago, and his later reaction to a fellow TW member's decision to retire at only

80 years of age explains why: "In confessing to deep appreciation of the sentiments expressed Dave, as I ease my joints over the edge of my bed, gather my wits (those still in existence), and make my way to breakfast by peg-legging downstairs till my right knee decides to bend, I reflect that I am eighty-four (84). By low cunning and feigning stupidity, I have secured myself a job for several months at least which involves less of the physicals and more of the cunning which comes with seniority. Oh well they call it an ageing population crisis but I cannot lift sleepers or keep up with others walking. Nevertheless I do still have something to contribute yet, I feel. Don't let the B.....s grind you down is the motto. Long live TW and long may she sail. Mixed up there but you get my drift. Good luck in retirement Dave, Bill."

A longtime friend from Bill's early schooldays, and a fellow boy scout, told us of their activities through many years of scouting up to a senior level, and the sense of duty and responsibility we recognise came through loud and clear: Bill had clearly influenced a lot of young lives by introducing them to a sense of self-reliance and thought for others. His eldest grandson, William gave a moving description of how important his grandpa had been to him and younger grandson Ryan, and his sister-in-law, Andrea revealed a whimsical, even wicked, side to him that we hadn't really been aware of, although we might have guessed it from the eternal twinkle in his eye.

We knew we shared his interest in steam railways with the Ffestiniog Railway, and we enjoyed hearing about his enthusiasm for the link with the Welsh Highland and his joy at riding it. But so much more was revealed to make us wish we had spent more time just chatting and listening to him and catching more of the accumulated wisdom of a life well spent.

That wonderfully captures his quiet self-effacement. That he still had lots more he wanted to contribute is beyond doubt. His family talk of his "dry humoured recounts of his days shepherding children on their various school trips to Chappel that always amused us and gave Dad such pleasure" and of how Wednesdays were the one day of the week when he became an early riser. To have him taken away is hard to comprehend.

We shall miss you Bill.

Thompson Building History -

During the summer of 2015 Ian asked if TW would be interested in a project involving a modular building similar to the Heritage Centre (HC) but, good news, 10 years younger.

By David Rose

He also outlined that it was a little larger than the HC and its purpose being half for the Braintree & Halstead Model Railway Club and the rest for use of the Museum as we see fit. After discussion with the TW crew and knowing the HC was reasonably straightforward although a ten month project we decided to take it on.

Things went very quiet for some time, then all of a sudden so many concrete pads started appearing in the field that it was clear to us this was not a small building. Again some time elapsed as I understand there were some problems to sort out in the moving etc. One Wednesday in October 2015 as we arrived for our usual TW morning get together lorries kept coming and going with all these numbered building sections, from 1 to 14. It was quite fascinating seeing all these buildings moving around trying to get them in the right places. It did seem a bit odd that after a few days there was a shape of a building unfortunately with a gap in the middle as the last section wouldn't fit. There followed some head scratching and chess moving of sections, more concrete pads then "hey presto" we had a building 42 metres x 21 metres.

Given the nod that we can now get on with it, we headed towards the entrance. First sight was a worry as it was in nowhere near the condition of the HC and the sections barely fitted together with larger gaps between the sections.

► *The floor in the Foyer - Dave Rose*



Undaunted, a few of the team went into the main foyer: laughter followed as at least two members fell through the floor the rest dodged bits of ceiling falling down. First comment from Mick Judd, who I was relying on to guide us through the "simple" refurbishment, was "see you in 18 months". I must admit our first thoughts were "forget it" as the condition was 200% worse than the HC. Once over the shock we had a look at the drawings which in our half would provide 3 off 6x6 metres classrooms, 3 off 6x3 metres utility rooms, 4 off toilet/showers and a disabled facility.

Work started in the first week of November 2015 and it was decided to start from the foyer end, moving down the building until completion whenever that may be. Our first plea to Ian was to please get the roof sealed to stop any further water damage, and this happened again after a couple of weeks' dispute with the contractors. Just an aside whilst we were preparing our attack a similar activity was being carried out by the Model Railway club who were faced with the same problems.

► *Mick undertaking work on the porch on the building on 26th October 2016.*

I don't intend to go through all the activities, but the first priority was to replace all the rotten floors and take down sagging ceilings to make the working areas

safe. The first main construction challenge was to build support buttresses in the rooms where walls were taken down; these had to be to the structural engineer's specification, but Mick and Eric soon mastered the task so one worry out of the way.

Mick expressed his concern about the amount of plumbing needed, in particular the waste disposal; we had to get waste from 5 bathrooms down 2 pipes. On top of that we thought there were no TW members who could take on the overall task. Step up Brian Abbott and Norman Tenner, who have worked miracles on all plumbing requirements. Wiring was a challenge but a small team of 3 has coped very well.



We were now on a roll, with a weekly team of around 10-12 tackling all manner of tasks and slowly but surely things were coming together. Our first main target was a couple of classrooms by Easter 2016 followed by public toilets for August Thomas and a set of showers for the September Beer Festival. All these targets were met. It has taken a full year to get basically finished the public part of the building leaving the staff accommodation to follow. With a following wind and continued support from the TW team we are hoping to be officially complete by Easter 2017; how surprising, it will be 18 months from the start, Mick must be psychic.

Our only disappointment is the cost to the Museum for such a task. We have done our best to keep the spend down by bartering and on-line deals. Labour wise, it has taken around 3,000 man hours and although it has been a team effort from all TW members' special thanks must go to Mick Judd who has put in 3 days a week for 10 months to help push things along - thanks Mick.



◄ *The double room once all the work had been completed on 22nd June 2016.*

The Inquisitive Lad -

By Derek Fox

It was a bright sunny Sunday morning, with the sun rising in the eastern sky. At the station platform stood a vintage train ready and waiting to depart. A smart large man in a bowler hat stands on the platform, greeting passengers as they join the train.

A little lad says to his Mummy "Who is that man?" "He is the Fat Controller" says his mother. "He is in charge of the station, and is waiting to dispatch the train".

The signal is off; the Guard blows his whistle and waves his flag. "Mummy, why does he do that?"

"That is called multitasking, son". As the train passes the signal box, the signalman hands the driver the train staff. "Mummy what is that for?" says the lad. "That's in case little boys like you misbehave themselves during the journey".

As the train proceeds up the line, a it passes the silent cows. The boy asks his Mummy: "Why are those cows silent?" "That is because they have no moo".

"We are travelling downhill, Mummy, why did that man say up?" "That's because we are travelling towards London - all trains travelling in that direction are said to be travelling UP." As the train approaches the crossing for a second time, the driver sounds the whistle. "Why does he do that, Mummy?" "To wake the passengers up, and get them ready to detrain".

As the train comes to a stand in the platform the little lad dashes off to watch the engine take water at the water crane. "Come on!" says Mummy. "We will get wet, it is beginning to rain".

Editors Note: Ron Quantock

Ron Quantock died on 9th November, in his 95th year. His funeral was held on the 25th November 2016 at the South East Crematorium, Upminster.

Ron used to tend the Chappel Gardens until late 2001, and by coincidence an article he wrote for "Stour Valley Steam" has come into the "20 Years Ago slot".

As full details did not emerge until we were about to go to press, we would like to re-print this article as a tribute to him in this issue and publish a fuller obituary in SVS 163.

In the meantime, condolences to his wife, Sue, and all his family.



Our Condolences

Just as we were about to go to press we were saddened to hear of the death of Mieke Boose, partner to Museum Trustee Mike Stanbury, on 3rd February 2017. Whilst not a regular on site, many will know Mieke as long term neighbour to the Museum, living near the entrance to the Station Drive in Station Road. Our sympathies go to Mike and Mieke's family at this sad time.

Braintree & Halstead Model Railway Club

By Gordon Humphris (Club Treasurer)

I think we can firmly say that the Model Railway Club, located in one half of the Thompson Building, is functioning as a fully operational entity, even attracting new members: even some museum volunteers have shown interest.

Work centres around two parts of the building. Visitors to the Exhibition Room will now see that both layouts are functioning at the press of a button. Display items are gradually being introduced, Halstead is an ongoing work in progress but Lymeswald, its neighbour opposite, is fully viewable and the DMU is clocking up plenty of track mileage on the track shuttle. On the other side of the corridor, accessed via the Club's main entrance, lies the main Club Layout Room.

Layouts in various scales and stages of completion are keeping members busy and visitors intrigued as to how it's all done. Visitors are welcome when members are in attendance and are gladly guided around with plenty of interaction between the modellers and the public. The Club is starting to expand its scales and layouts with a new N gauge group in the early planning stage. We are hoping to have plenty to show the visiting public when the museum has its first opening and making sure we are ready for the official opening of the Building in April.

Our Club meets on Monday evenings from 7 till 10 pm and on Thursdays from 10 till 4pm. New members are always welcome.

▼ *Some of the work on the layouts undertaken on a club night during January 2017 - Braintree and Halstead Model Railway Club Facebook Site*



MODEL RAILWAY EXHIBITION

Saturday 24th June 2017

Bocking Arts Theatre

Braintree Town Centre

Next to Argos

CM7 9AE

10.00 - 16.00

Adults - £4,

Accompanied Children (5-15) - £2,

Family (2A&2C) - £10,

Children Under 5 - Free,

At least 18 layouts inc. N, OO, EM & O gauge, local model shop stands, second hand train traders, modelling demonstrations.

Refreshments Available.

www.braintree-halsteadmrc.co.uk



▲ One of Santa's Elfs (aka Jaki Collison) with Daisy the Diesel Railcar on 11th December 2016 at the Festive Day out with Thomas Event - Neil Temlett

▼ A very scary reception awaits on platform 1 at the Halloween Spooky Thomas event, (L-R, Kath Kay, Keith Tomlinson, Coral Rose & David Rose) - Phil Hubert

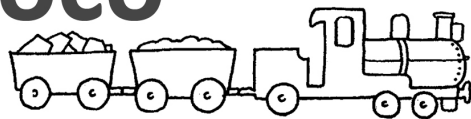


▲ Ten Years Ago - 66704 & 66720 stand in Platform 2 at the Museum on 9th July 2007 during the track relaying works on the Sudbury line - Darren Johnson

▼ The Scene on Platform 3, including Number 11 during the Small Trains Day Sunday 2nd October 2016 - Tom Watts (Facebook Post)



Pete Martin's Plumb Loco



With Brexit under way, and President Trump now firmly ensconced, we can all relax in the knowledge that all the right initiatives are in place to solve our housing crisis, the problems of the NHS, and enhancing our local rail networks with the construction of HS2. However, this won't solve the sink hole in Sudbury - although the Council are looking into it.

With the doors on the Advent calendar now slammed shut for another year and all the Christmas trappings packed away quicker than the Easter eggs appeared in your local supermarket, the pace within the engineering department continues unabated. Here, we saw Thomas the Tank working the last Christmas weekend; by the New Year was tank-less, and by the and by the first week of January was boiler-less! This process would have been quicker had it not been for the Plasser crane blowing oil seals on a rotary connector to the hoist motor. Scouring the countryside for replacements gave rise to the question - why does every business in Britain - except your local supermarket - effectively close for 2 weeks, when the rest of the World still carries on? No wonder the Chinese corner the market. Mind you they wouldn't have had any bits for this anyway, so I eventually brought some in Braintree when GB Plc finally reopened.

This frantic strip down of Thomas has been necessary to ensure its availability for Easter 2017. It is due for its 10 year external boiler examination, which involves examining all external plate-work and structure. All steam en-

gines succumb to this insurance examination at a period between 7 to a maximum of 10 years. The reason for this is to ensure the machine's safe operation without risk of it going "phutt" or "bang" - in which case everyone within a 2 mile radius gets a personal delivery of their own Thomas bit, which tends to get messy with the paperwork.

Following the Haynes manual:

1. Pull out all the fuses and disconnect the battery.
2. Remove extraneous fittings and place to one side leaving wheels free to revolve.
3. Curse and swear - find a larger hammer or the gas axe.
4. Locate a handy LARGE crane.
5. Extract boiler. Place to one side - preferably upright.
6. Dependant on what you find wrong - mend it.
7. Hydraulically test it.
8. Curse and swear.
9. Seal up all the leaks.
10. Test it again.
11. Repeat 8.
12. Repeat 7.
13. If no repeat of 8 or 7, steam-test it.
14. Find all the bits you took off and put it all back together again.

Sounds simple, doing it is another story. Heritage engineering, replicating Fred Dibnah's back yard, is what we're all about. To the average Mum, Dad and the kids, they don't know and whilst they find it fascinating to see behind the scenes with all the nuts and bolts at



◀ Pete at work on Number 54 on 22nd January 2017 - Rob Boyce.

way machinery in the form of the Permaquip HCT. This is one of many 1980's built rail mounted self propelled hydraulic scissor lifts used na-

tionally for the maintenance of the overhead line infrastructure. HCT 22 was kindly donated by contractors Balfour Beatty from their Romford overhead line maintenance depot, having been declared redundant in favour of the more modern "Unimog" lorry-based 'cherry picker' type of hydraulic lift unit.

quieter times, when it comes to hot riveting with pneumatic percussion guns, one tends to keep them out of it. Having said that, many years ago, we stopped them coming into the shed, but they were interested to the extent that in order to find out where the noise was coming from they found a way in. When we turned round after a bout of rivet thrashing, we were shocked to find an audience who, despite the noise, had witnessed the whole affair and applauded us on completion.

The only problem with ours was that it wasn't self propelled because there was a defect in the pump that supplied hydraulic power to the 2 propulsion motors. We then find out why Balfour got rid of it, as it cost 4.5k to rebuild the pump! Our thanks are due to the expertise of the guys at Rexroth in St Neots for locating the parts to rebuild it - but not for the bill! Suffice to say, it now goes along and will provide a useful addition to enhance our ability to maintain signals and our overhead lighting as well as trimming trees adjacent to our running line, which were bushes years ago, and are now out of reach. It also enhances our ability to demonstrate something unique to the visitor as these machines weren't seen on the railway under normal conditions, only coming out at night in the days before they didn't shut the entire railway and put buses on.

It's a pity that some of our members don't know either. Too late now, we've done it, but suffice to say there's an opportunity to become involved on "Lampton No 3" with the installation of its new firebox. This is currently on the backburner until we've got Thomas out of the way, but there's plenty to do in the meantime. One day son, all this will be yours.....Ha Ha Ha!

By the time you read this, it is anticipated that Thomas's boiler will be back in the frames, but with it where it is as we write, it gives the average visitor a valuable opportunity to glimpse heritage engineering in the raw. So why not come and have a look, and more to the point, why not become involved?

Amongst many other things lurking on the sidelines is a piece of more modern day rail-

That's the trouble nowadays; trying to locate parts for these modern but obsolete machines - hence the problem previously



◀ *The Permaquip in the Restoration Shed in January 2016 - Peter Robinson / Museum Facebook Site*

because the software is out of date and Micro-soft doesn't support it - or you can't get the microprocessor control cards any-more. Look out Cross Rail!

mentioned with the Plasser crane and not to mention Toby the Tram's engine. The time will also come when many of the diesel locos in preservation will suffer the same fate. Many years ago in steam days, the railways were self-sufficient and made all their own parts. They didn't look to outside contractors, as everything was made in house.

With the transition to diesel and electric traction in the 1950 & 60s, the problem was encountered when a manufacturer went bust and your new fleet of motive power was defunct for the want of light bulbs or brake pads - or the knowledge to look after it as technology advanced apace. Yes, it has happened and more recently than you think.

Harking back over the years, the German built Waggon und Maschinenbau rail-buses like our E 79963 were introduced when British Railways - as they were - were moving away from steam as a prime mover. Imagine the consternation at the Cambridge locomotive depot when they turned up. It must have been the equivalent of introducing the NASA space shuttle to people who only knew how to look after Stephenson's Rocket! This build of 5 of these machines were a major technological breakthrough and the first time an outside contractor (and a foreign one at that) had built anything similar for British Railways.

Nowadays your fleet of trains can be defunct

Having enhanced the mechanics of your average car to the point you can now get half a million miles out of it with no breakdown, it'll be the expensive engine management system or a stupid sensor which will break and send your cherished vehicle to the knacker's yard. I find it strange that the unobtainable sensor breaks before the system it's supposed to sense does. Built in obsolescence? No, surely not.

Nearer home, developments are in hand to "future-proof" the Museum, with major works planned on site. As time goes on, the Trustees - not that there's that many of them - are aware of depletion of the skills necessary to continue as we have done in the past. Notwithstanding our original aims of running something on the branch which have existed since 1969, the current political situation, and other outside influences, precludes any further exploration outside of our existing boundaries. However, who is to say what the future holds.

Sad though it is, we have to recognise these situations and an ongoing review of our 10 year plan has been necessary. The predominant view is, it's not what you've got, it is what you do with it that counts. The more you can enhance our story and that of the local railway, the more the visitor has to experience.

We pay tribute to all who have striven over the years to support the Museum developing to where it is today, both within and outside the organisation, and to those who continue to drive it forward - however controversially it may be. We have been established for all these years and with your valuable support will continue to prosper. I believe we are all singing from the same song sheet, and I look forward to the recent positive increase in the number of active people to continuing the efforts of those no longer with us, who had the same historic aspirations and carrying them forward to fruition.

Let us restore and embrace those days when everything was for the branch and reinvent it as everything at the Museum. You are welcome at the AGM, so please come along and discover more about what we are planning for the future.

Archived Records -

By Graham Wing & David Reeve

Once again, a "Thank You" to all who have sent us fresh (to us) documents for the archives. We have now almost finished collating the files kindly donated by the families of the late Peter Thompson and the late Les Houghton.

We hope eventually to record all the documents within the files, collate, and weed out duplicates, and make them available to members for when required for research etc. In the meantime, please let us know if you think we might be able to help with your queries or projects. We are busy working our way through this task, and now have some 500 files, which are composed of many formats, dating from 1968 to almost the present time. These are the EARM main archives, with some records from the former Southend, Chelmsford, Colchester, South West Essex and other Branches. We would still welcome any material from short-lived branches such as Bishops Stortford, Ipswich, Sudbury, etc.

A special thank you to Brian Sermons who has managed to retrieve some material from floppy disks written in long-forgotten word-processing formats! The pace of technological change means that no storage system can be considered as being forever.

We make our usual plea for any more records or ephemera to mix in with our existing ones where it will be looked after in our new Archive Department; for example EARM, SVRPS, BLP or the Trading Company, or on more general railway topics. Please don't think that they don't matter, or will be duplicates, as we know we have some gaps in our collection, and yours may be the very item we need to complete a sequence. If so, please let David Reeve (d_e_reeve@hotmail.com) know what you have available to donate, where it is, and what quantity it is etc. They could be old museum items, committee minutes, or your own collection you wish to find a safe home for, or even to make some more space at home!

One special request is for material for press cuttings and other paperwork from the pre 1970 era, at the very dawn of the Stour Valley RPS's existence, before it came to Chappel & Wakes Colne Station. This is in connection with the impending 50th anniversary in 2018.

View from the Top - Side, Middle and Bottom.

By Ian Reed

As the deadline for printing of this magazine is looming, I have taken extracts from the Trustees' Report for the financial year 2015/16 as a way of quickly providing a report that many members would probably never otherwise see or read since it only gets published on the virtually moribund Members website. New reporting requirements by the Charity Commission and the recent publication of example reports has guided a new format which includes how such things as Public Benefit should be demonstrated. Therefore, this year the Trustees Annual Report for the Museum is totally different from previous years and arguably a better presentation of what we are about.

Trustee Annual Report extract

Ensuring our work delivers our purpose

We review our aims, objectives and activities each year. This review looks at what we achieved and the outcomes in the previous 12 months as well as the success of our activities and how they have advanced the education of the public.

This review also helps us ensure we remain focused on our stated purposes. We have referred to the guidance contained in the Charity Commission's general guidance on public benefit and the Trustees have considered how planned activities will contribute to the aims and objectives we set.

The focus of our work

The main objective continues to be educational with an added bonus of recreation and enjoyment for visitors and volunteers to ensure that the experience is lively, engaging and sustainable. The strategies we have em-

ployed to achieve this are:

- Opening to the public 363 days a year, closing only on Christmas Day and Boxing Day.
- A comprehensive programme of railway events, exhibitions and activities throughout the year.
- Improving the facilities for education, undertaking restoration of the Collection and providing more covered accommodation.
- Generating complementary income streams to improve the sustainability of the Museum.
- Encourage a diversity of volunteers to engage in all aspects of the Museum and develop the 'Men's Shed' concept.

How our activities deliver public benefits

Our visitor numbers on Museum Days have increased compared to previous years at a time when many other organisations saw static or reduced admissions. Our Event days have been more of a mixed bag with some events, like Fathers' Day Steam, proving better than previous years, whilst the intention of the Living History days was sadly unfulfilled so these are being abandoned due to the lack of volunteer support for them.

Even though Days Out With Thomas have been criticised for being commercial rather than educational, the Trustees feel that getting families and particularly young people to experience the magic of railways (admittedly with funny faces) brings new generations in to see real history in action. It is also true that awareness of the Museum has been greatly improved through the visits of the 10,000

people who attended the Beer Festivals in the year, frequently generating return visits to see what we really do as well as raising our profile in the region.

New events, such as the Steam Gala, enabled the work done in returning three out of the six steam locomotives in our collection to running order give visitors an improved experience. Coupled with the turnout of restored railway carriages, freight wagons and infrastructure enabled us to better demonstrate railway operations from years past.

Financial Performance

The Museum showed a significant increase of incoming resources but this was due to a one-off legacy donation of £115,000 which is restricted to the restoration of the N7 locomotive. Taking this out of the figures would have seen a reduction of nearly £27,000 on a comparable basis but given that we reduced expenditure by £30,000 means the net movement in funds was positive by £3,000, before the legacy contribution is taken into account. The Trustees therefore have no difficulty in stating that the Museum remains a going concern.

Plans for future periods

The Strategic Plan envisaged a start on the replacement restoration facilities with associated track-work and preparation for doubling the length of the Museum demonstration line. However, due to the actions of one local resident in combing through the numerous planning applications and conditions of past years, the Planning Consent issued in February 2016 was subsequently withdrawn by the Council when a procedural error was pointed out by the objector.

This meant we had to redraw the plans and make another application which due to further objections resulted in a delay of over six months and the imposition of further conditions estimated to increase costs at least 10%

for no benefit to the Museum. Work on addressing these conditions will take at least a further six months before work can start on site with the necessary earthworks. However the Trustees have determined that the project will be completed and the next stage in our Long Term Plan achieved. This is in order that the final and most significant development of all – the creation of an Exhibition and Heritage Centre out of the existing Restoration Shed and Workshops – will commence to mark the 50th anniversary of the Museum site occupation as a preservation centre for the region.

Financing of the next stages of development is being sought with early positive indications but it is clear that the final stage will require a significant HLF grant and work must start on this process within the next eighteen months if we are to meet our ambitious time scales. Any volunteers for the job?

We must not forget that increasing the volunteer base and strengthening the skills base, both voluntary and paid, are needed if we are to meet our purpose in the longer term. Not least amongst these requirements is the need to increase the skills base of the Trustees and also to bring in new ideas and knowledge both of third sector and heritage operations. Meanwhile, our medium term plan is being updated to support our forthcoming Re-accreditation process and more details will be given at the Annual General Meeting early 2017.

End of extract

Why not come along to the AGM on the 25th March, get a copy of the full Trustees Annual Report and Accounts and hear more about our plans and see what has been going on. I am sure that Plumb Loco will update you on the marathon effort going into delivering the 10 year external exam of No.54's (aka Thomas) boiler but many similar-sized heri-



◀ *Phil Ainsley, Phil Leggett and David Rose undertake work outside the Thompson Building on 4th January 2017 - David Reeve*

be delighted at any additional help in the next few weeks.

The work initiated by Catherine Harrison, our Marketing Manager who joined us last year, saw our new website operational, our 2017 leaflet out across the region, and we are just starting local advertising for the Winter Beer Festival at

the beginning of March. January saw no zero visitor days (though we were close on 3 days) and we recorded our highest number of visitors for the month from as far back as records go. A comprehensive programme of events is promised and with part time assistance now from James Cornell as the Events Organiser (see James's article –Ed) we look forward to a good 2017, with a further increase footfall and income in order to finance more investment in the Collection and in the Museum overall.

Finally, if you have always fancied seeing if there was something 'Hands On' for you at the Museum why not come along to our 'Hands On' day 2nd April – look it up on the website (www.earm.co.uk) yourself?



▶ *Keith Tomlinson paints the internal partition doors in the Thompson Building on 4th January 2017 - David Reeve*

tage railways are amazed we have set out to turn this around from a working locomotive just before Christmas to a dismantled one by mid –January. Boiler repairs were essentially complete early February with pressure testing and remounting on the frames scheduled for the end of February and the locomotive to be in working order again for Easter.

Clearance of the area of the new Restoration Shed is just awaiting the removal of the demountable buildings and taking up the current staff car park before and after Easter respectively. Contaminated land survey and drainage tests are going on today as I write this, with the final geo-technical boreholes being drilled by end of February. We aim to have thus completed all the Planning Conditions by Easter and issue Invitations to Tender for the earthworks immediately after Easter and start work on site in May or June.

Meanwhile we have set the date for the official opening of the Thompson Educational Centre – which includes the Model Railway Club – along with the new children's playground, for Monday 10th April. This should also help publicise the Easter event at the end of that week. A last minute push is therefore in place to complete works in the TEC ready for the opening, so Team Wednesday would

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

We have been very encouraged by the support for the meetings of The Enfield Transport Circle in recent months. 2016 concluded in traditional style when David Alison came by Virgin West Coast train from Cumbria to show us slides of his rail travels during the last year. As usual we had mince pies and sausage rolls for refreshments at this pre-Christmas meeting, and a good crowd to enjoy them and Dave's excellent colour slides.

The New Year started very well when member Doug Fairhurst used modern digital technology to give us a fascinating talk on railways and philately – it's amazing how many railway subjects have appeared on stamps, particularly in recent years. This talk nicely complemented previous talks by other speakers on the Travelling Post Office trains and the Royal Mail underground railway in London, which is due to re-open as a tourist attraction this summer. In February we had a full house when our Chairman, Roger Elkin, gave us Part 3 of the series of talks on local railway history – this time covering London Transport trams and tube trains in the London Borough of Enfield. This ranged from horse and steam hauled trams in Edmonton, through the building of the Piccadilly Line from Finsbury Park to Cockfosters in the early 1930s, to designs for future new tube trains.

March sees our usual AGM, where the business meeting is followed by the showing of DVDs and videos of transport interest, and we have a varied programme of talks and other events planned for the rest of the year.

▼ *The last journey for Hedingham's Volvo Olympian R643 MNU (No.73) at Brightlingsea (Route 87 from Colchester Asda), on Friday 23rd December 2016, having been retired from service to comply with DDA requirements - Mark House.*



Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam Spring 1977

40 years ago: the year of The Queen's Silver Jubilee, There were riots in Birmingham over the National Front, and Firemen, Undertakers in London and British Leyland were all on strike.

BRITANNIA PACIFICS The East Anglian Story. by J.D.Mann.

Few locomotives during the history of railways in East Anglia had more initial impact than the B.R.Standard Class 7 'Britannia' Pacifics. In their ten years' service over the Great Eastern Line these engines completely transformed timetables, instigated some of the fastest trains in Britain and were revered by engine-men throughout the Region.

The 'Britannia's' first appeared in 1951, No's 70000/13 (except 70004) were allocated to Stratford and Norwich Depots, with No's 70035/42 following in 1952/3. From the outset the 4-6-2's made their presence felt, crews had never before experienced a 'Class 7' power rating, it being vastly superior to a B1 or B17 4-6-0 type currently in use. It can be assumed that the Class 7 success so early took management by surprise in view of the lukewarm reception given to the Southern Region Pacifics when they were on trial over G E metals.

Throughout the 'fifties' the 'Britannia's' went from strength to strength, high speed running reports were recorded in railway journals with increasing frequency and the majority of East Anglian named expresses were hauled by the Class 7's, including "The Norfolkman", "The Broadman" and "The Scandinavian" as examples. On June 9th, 1958, a new named express running between Clacton and Liverpool Street began operation, hauled in its first week by the premier, number 70000, "Britannia". The "Essex Coast Express" brought London within 1^{1/2} hours of the coast, a time not possible before the introduction of the Class 7's on the Clacton route during 1957.

To the onlooker the 'Britannia's' looked every inch a racer, although when first delivered, some critics wondered how a Mixed Traffic locomotive with only two cylinders and 6'2" driving wheels could hope to handle high speed expresses planned for the Eastern Region. This notion was quickly dispelled by both official reports and those in railway columns during the early 1950's



provided by the late Cecil J.Allen, perhaps the best known Great Eastern railway historian and 'Britannia' admirer.

The East Anglian success of the Class 7 Pacifics could not have been possible without the solid backing of the men who worked and repaired them. Many of the early troubles were soon remedied, and the certain adjustments that became necessary over the years

were dealt with by W.Harvey of Norwich, a man whose particular skill contributed greatly to the smooth running of the 'Britannia's'.

Drivers and Firemen of the Pacifics were enthusiastic from the word 'go' to ensure good results from their engines, the best being achieved towards the end of steam in the G E region with men electing to stay with the loco's to the bitter end.

Two examples have been preserved, both privately. Number 70000 'Britannia' currently at Bridgenorth on the Severn Valley Railway, and number 70013 'Oliver Cromwell' only a stone's throw from the old 'hunting grounds' at Bressingham Gardens, Diss, Suffolk.

'Britannia' Pacifics and East Anglia will always have a strong affiliation, a true success story in the final decade of steam locomotive design.

Weight: Loco. 94 Tons 0 Cwt.

Cylinders. 20" x 28".

Tractive Effort. 32,150 lbs.

Allocation:-

70000 Britannia

70001 Lord Hurcomb

70002 Geoffrey Chaucer

70003 John Bunyan

70005 John Milton

70006 Robert Burns

70007 Coeur-De-Lion

70008 Black Prince

70009 Alfred the Great

70010 Owen Glendower

70011 Hotspur

70012 John o'Gaunt

Boiler Pressure 250lbs/sq.in.

Driving Wheels. 6'2" dia.

Walschaerts valve gear.

70013 Oliver Cromwell

70035 Rudyard Kipling

70036 Boadicea

70037 Hereward the Wake

70038 Robin Hood

70039 Sir Christopher Wren

70040 Clive of India

70041 Sir John Moore

70042 Lord Roberts

70030 William Wordsworth

(re-allocated from Holyhead)

70035 Moray Firth (Trials only)

To conclude This article, I have included a log featuring a 'Britannia' heading the down "Essex Coast Express" on 19th February 1960, between Colchester and Thorpe le-Soken, for this I am indebted to a former signalman of Clacton-on-Sea who timed this extraordinary run, which incidentally is previously unpublished.

The train consisted of eight coaches amounting to 290 tons gross, behind number 70006 "Robert Burns". As will be seen, the Colchester departure was far from leisurely, East Gates passed at 45mph, Hythe at 50.7, and then passing Wivenhoe in 6mins 29 secs, the curve being taken slightly faster than permitted.

"Robert Burns" then got down to business again, climbing the 1 in 80-140 to Alresford at a maximum of 45, 58 beyond Thorington, Great Bentley passed at 62, Weeley at 68mph, and the Pacific just touched 70 on the level beyond Weeley before brakes were being applied to bring the train to a stand at Thorpe-Le-Soken in 16mins 39 sec, nearly three minutes up on schedule.

30 Years Ago - Stour Valley Steam Spring 1987

Some brief Chappel News from the year that Channel Tunnel Construction starts, MPs voted against bringing back the death penalty, British Rail establishes a world speed record for diesel traction, 148.4 mph with a test InterCity 125 formation between Darlington and York. And for some reason 26 million people tune into Coronation Street on Christmas day on the Independent Television.

NEWS FROM CHAPPEL

The installation of storage heaters in the bookshop has now been completed, the Bookshop Manager can stop worrying about the well-being of his stock. He can start worrying about how he's going to pay the electricity bill instead.

*

After a couple of very chilly meetings held in the Old Shed, thought was given to providing some form of heating in there. It is quite a large building, with a very high roof and the problem could be an expensive one to resolve. For a start new cills are to be cast inside the double opening doors at each end. This should cut down on the gales blowing up the Khyber. Note: double glazing reps need not submit quotations.

*

The 1986 Santa, Steam Days were well supported despite some early anxiety over the bookings. December 14th dawned particularly bright and clear and persuaded many visitors to pay Father Christmas a call. His grotto this time was in a PMV shunted into

the Old Shed, it also included the mini-buffet. The quality of the interior restoration of the vehicle was to a very high standard and received' complimentary comments.

The purpose of pre-booking was to limit attendances and avoid over-crowding but the numbers of casual visitors upset the system. The trains were full with standing passengers and Santa had a long queue outside his grotto for much of the time. Fortunately the weather was kind to us and everyone was in a good humour. It was a pleasure to see such a good crowd on the site after a rather poor season of attendances on Open Days.

20 Years Ago - Stour Valley Steam Spring 1997

In the year that Channel 5 launched in a blaze of yet more repeats and other dross, Dolly the cloned Sheep born/produced/manufactured and the Labour Party, lead by Tony Blair wins a landslide election, Ron Quantock tell us all about the Chappel Gardens

BLOOMING CHAPPEL

It has been said by some members and visitors that the Chappel gardens lacked colour, so an effort was made to remedy this in the Spring by planting a selection of annual, in particular Begonias and Impatiens ('Busy Lizzies'). Despite the hot dry summer most survived and though perhaps blooms were not as prolific as they might have been, the appearance of the gardens has improved. Continued difficulty in staffing the Booking Office meant that less time was spent on tending the flowers than was desirable, but the appearance of Platform 1 shows a distinct improvement this year with a dazzling display of trailing Petunias in their hanging baskets.

During the summer, pulley arrangements were fitted to the baskets to aid watering and this has been appreciated by most of the Booking Office staff. One member, so rumor has it, was a little over zealous in the amount of water used when returning the basket to its upper height, succeeded in dowsing himself with an armful! - (hope you don't put in a cleaners bill Mick!).

Providing time and money are available in the near future, further improvements will be made and the garden planted with more peren-

nial plants and flowering shrubs. A gardening suggestion that has been made is that for the adoption of the small plot between the signal box and the Chapel coach body. The land seem unadopted and could support some seasonal colour, either by being viewable by our passing passengers or by becoming grassed and fenced to allow its use as a viewing point. Some preparations were considered before the weeds and the dry soil put the suggestion into a siding. A decision and a little workforce is needed for the spring.

The Donation Box, once positioned by the Bungay coach was moved to a more prominent point on Platform 2 and has provided sufficient money for the gardens upkeep; they have therefore proven to be almost self-supporting and we are all very grateful to our visitors for their generosity.

Deserving of mention in our florescence, Corinne who has tended the Platform 2 gardens and the Loco HOD who has been seen shunting the Platform 3 hanging baskets into the workshop for watering. Any mention of the gardens must also include our old friend Fred Tanton who, of course has done it all before. Flower power still has it all.

10 Years Ago - Stour Valley Steam Spring 2007

From the year that Gordon Brown became Prime Minister and the High Speed One Rail Link opened we have some news from the Board Room of the time.

From the Board Room

Your Trustees have once again had a busy time the last few months! Whilst some of the matter discussed at the regular monthly meetings have, due to their nature, to remain confidential, some brief notes on some of the matters discussed are given below and we hope that they will be of interest.

Firstly, in November Mike Stanbury resigned as Chairman of the Board of Trustees after many centuries of sterling service. However, he continues to serve as a Trustee as he has taken on the role of Curator. Mike will be progressing the next stages of Museum accreditation over the forthcoming months, and will be giving an update on how this progresses in a future edition of this august journal. At the present time a new Chairman has not been elected.

With the re-emergence of the Heads of Department Committee, the responsibility for many of the day to day matters will be handled by them rather than the Trustees, which will leave your Board to concentrate on strategic matters. There is an excellent cross-section of expertise within the Heads of Department Committee under the very able chairmanship of Roger Pepper, so it is felt that this will be of great benefit to our operations.

The Museum will be required to institute a new Safety Management System in the near future to meet with current and forthcoming legislation. In an attempt to learn more about what is required the Heritage Railway Association arranged a daylong seminar in Birmingham last year which was attended by Mark House, where much useful information was gathered. Whilst the Heads of Department Committee will be taking the lead in this with the writing of risk assessments, the final document is anticipated to be completed by Ian Reed. The Museum's Constitution has been identified as being in need of updating, having remained basically unchanged since 1991. An initial discussion document has been produced by Les Houghton. There will be a joint meeting between the Trustees and the Heads of Department in late April/early May to progress this further, before a new Constitution is drafted for ratification at the Annual General Meeting.

Financially, the Museum is on an even keel although there will always be the need to ensure that expenditure is kept under control, and we are still looking for ways of generating extra income. Part of this, visitors to the Museum are now offered the opportunity to gift aid their admission ticket price, which enables us to reclaim the income tax that they paid. It is some years now since we had a Fund Raising Officer at the Museum: if anyone is interested in taking on the role and developing new ways of generating income we would love to hear from you! The names of all the Trustees are given within this magazine: please do not hesitate to contact us.

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

Our final meeting of 2016 was on Friday, 2nd December 2016. For this pre-Christmas evening Jim Connor presented the meeting with something different by portraying the history of railway enthusiasm over the years. The starting point was 1920s railway postcards as painted in colour by Tom Rudd, with examples shown of both standard and narrow gauge. 1930s modelling followed with Milbro electrical models and Bond's shop in Euston Road, including an LMS loco priced at £15 (a lot of money in those days!) and an O-Gauge electric at £22. There followed many nostalgic examples from Bassett-Lowke, Meccano and Hornby from the 1920s onwards. The Railway Wonders of the World magazine was available in 1935 for 7d per week. Scenes moved onto cigarette cards with examples from sets of fifty from WD & HO Wills's tobacco brands. Ian Allen published his first item, an ABC of Southern Locomotives, in 1942 which was followed by the GWR version in 1943, then for LMS and finally LNER. The Trains Illustrated magazine began publication in 1946 at one shilling per copy with a colour shot on its cover of a GWR King in Sonning Cutting. Many more examples were shown to the audience from several other early railway publications, as well as examples of Ian Allen jigsaws. The final photo was of the locomotive Lion in a scene from the well-known film Titfield Thunderbolt. A good crowd of visitors had enjoyed an entertaining evening from Jim Connor as well as consuming a selection of seasonal fare during the intermission.

The first meeting of 2017 on 3rd February brought along one of our regular members, John Podgorski, to provide a slide presentation primarily on the subject of "Rail Blue", primarily covering the years 1984 to 1988. This was probably the peak period of the (in)famous Corporate blue era of British Rail, prior to privatisation.

The first slide was of 47008 in Platform Five at Colchester North Station in which the background scene pre-dated the Turner Rise development when it acted as the station overflow car park. There followed a series of slides which included light-engine 86235 Vesta, a 309 EMU-set in 'Jaffa Cake' livery, 86255 at Ipswich, 47585 along with various Classes 101, 105 and 108 DMU and finally 86245 Dudley Castle. At Ilford, we saw EMU 315844 and a train on well-wagons during the January 1987 snows, before showing 86221 and its coaching set heading through Marks Tey and 31323 on a passenger excursion at Colchester in 1985. Other slides followed, notably including 309623 in 1986 in Network South East livery. Briefly, we visited London Bridge for a 415 and elsewhere in South London with 455803 and various other electric units. Back on home turf in Essex, slides included 302295 on the LTS and 31175 on a parcels train at Colchester North. After an interlude on various London Underground stock, shots included a 312 at Colchester's Platform Six and 47328 idling by the signal box there. Next were some scenes in Clacton of two 312 units and of 312615 concluded with unit 312792 arriving back at Colchester. In a final burst of shots taken at Stratford (307125), Shenfield (302291) and Colchester (08661, 47085 Mammoth and 47487), the evening arrived on time at Clacton for the final slide on 309602.

It had been an interesting and nostalgic evening enjoyed by an appreciative audience. Meetings will continue throughout 2017. New members are always welcome.



▲ 5.25pm (Sundays) Train from Sudbury to Marks Tey between Bures and Chappel & Wakes Colne. Engine Class J15 0-6-0 No. 65448 Sunday 7th July 1957 - G R Mortimer

▼ DRS's 66430 heads the Shenfield-Clacton leg of the RHTT's daily itinerary between Hythe and Wivenhoe on 1st November 2016. 66302 brings up the rear. - G.D.King



Events Diary

March

Friday 3rd

Saturday 4th

Tuesday 7th

Chappel Winter Beer Festival

Chappel Winter Beer Festival

Enfield: AGM Followed by The 2017 Malcolm Alderman Transport Video

Collection by Kenneth Crane

Saturday 25th

Museum Annual General Meeting

April

Sunday 2nd

Tuesday 4th

Friday 7th

Friday 14th

Saturday 15th

Sunday 16th

Monday 17th

Sunday 30th

Hands On Day

Enfield: History of Brooklands:1907 to 2017 by Tim Morris

Colchester: Subject/Speaker TBC

Day Out With Thomas

Day Out With Thomas

Day Out With Thomas

Day Out With Thomas

May Bank Holiday Fun Days

May

Monday 1st

Tuesday 9th

May Bank Holiday Fun Days

Enfield: Engines of the North British Locomotive Company by Kenneth

Livermore

Saturday 28th

Sunday 29th

Transport Extravaganza

Transport Extravaganza

June

Friday 2nd

Tuesday 6th

Sunday 18th

Colchester: Subject/Speaker TBC

Enfield: 150 Years of the Hatfield & St. Albans Railway by Jeff Lewis &

Alastair Cameron

Father's Day Steam

July

Tuesday 4th

Sunday 9th

Enfield: USA Railroads - 4th July Video Special by Kenneth Crane

Summer Steam Gala

August

Sunday 6th

Saturday 26th

Saturday 27th

Saturday 28th

1940s Vintage Tea Dance

Day out with Thomas

Day out with Thomas

Day out with Thomas

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

Colchester meet at the Friends Meeting House, Church Street, Off Head Street, Colchester.

Enfield meet in the First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, EN2 6PJ

Back Cover: DRS 66430 arrives at Sudbury on 3rd November 2016 with the Rail Head Treatment Train - a rare daytime visit following reports of exceptional rail-head conditions - Darren Johnson



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