

**JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM**



**OVER 40 YEARS OF RAILWAY PRESERVATION**





▲ Triple Header for the Summer Steam Gala, with Number 11, Jubilee and Number 54 with the Mark 1 Coaches on 9th July 2017 - Liz Larvor

▼ Allan Robinson working on the Chapel Coach on 29th May 2017. It has now been reunited with an underframe, more details about this can be found in Express News - Peter Robinson



# STOUR VALLEY STEAM

## EDITORIAL

When I first contemplated writing this Editorial my thoughts turned principally to the notable feat of No.11's visit to Didcot Railway Centre; a body similar to ours in some ways, albeit much larger. It was the first outside hire of this locomotive and a chance for it to rub buffers with some large and famous locos.

There is much happening at the Museum, too. The 50th anniversary of our founding is looming and the organisation has grown in size and complexity since those early days. The management structure of the Museum has to evolve in order to cope with these changing circumstances. Many will know that the last few months at the East Anglian Railway Museum have been dominated by management changes. Several routine management functions have recently changed hands but the most visible being the decision by Ian Reed to step down from the General Manager's post, the reasons for which he explains inside the Magazine. But he is staying on as a Trustee, principally concerned with Major Projects: these we have a-plenty at the moment, what with the imminent move of the Miniature Railway and the proposals for a new Restoration Shed. Thanks to the organisational skills of Team Wednesday (and now Team Thursday, too) we have recently brought two major projects – the Peter Thompson Centre and the Children's Playground - into operation. Of course, there will be minor areas to finish off, but these jobs are essentially complete and available for everyday use.

You will see in articles inside that there are some new brooms in the Marketing and Events area. Thanks largely to their efforts our non – event day admissions are 20% up on last year and some of our events have done very well, particularly the May Bank Holiday Fun Day and the Transport Extravaganza. It will be good if this proves to be the harbinger for further improvements in this income stream.

As all the new arrangements settle down, we must hope they can give us the strength in depth to ensure the Museum does not run out of steam in its next half –century.

David Reeve - Editor

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Front Cover:

Jon and Margaret Nutbeem  
observe Number 11 at the  
Didcot Railway Centre on  
29th April 2017.  
Peter Robinson.

# A Final View from the Top -

As some will already know, in May this year I decided to stand down as full-time unpaid General Manager, a task I have undertaken for nearly a decade since taking early retirement from paid employment.

*By Ian Reed*

It has been a tough call at times; indeed my long-suffering wife often commented that she saw more of me when I was in paid employment than afterwards, but the role was a satisfying one! I would like to think the past decade has been a positive one, with developments across the site every year and improved financial performance as we diversified our income streams. We have gone from two part-time employees to sometimes over ten, although there has only ever been one full-time employee; our Carpenter/Site Foreman Kevin Watson. There has been a procession of interns, job creation posts, apprentices and work placements of which the most notable and arguably the most successful has been Rob Varletta. Rob went through a three-year advanced apprenticeship and is now employed four days a week at the Museum as our Painter/Decorator. Just look at the standard and quantity of his work and I think you will agree.

Running the VRC has perhaps generated the most challenges as my preference is to establish what is expected and for people to deliver. It is a fact of life that younger generations have a very different approach to work than the "baby boomers", such as myself. In 40 years at work I became used to regular brickbats and at times a dressing-down for things going wrong, rarely expecting a "thank you" from my boss as I worked my way up the management hierarchy. When I ended up reporting to the Chief Executive, you did the job to the best of your ability and if he was not on the phone to you then things were going well! Providing positive strokes to people just to do their job is not natural to me but appears to be what is expected these days.

It was the role of the General Manager to provide the day-to-day direction and management of virtually all aspects of the Museum on behalf of the Board of Trustees, reporting back monthly at the meetings but in the interim keeping them briefed by email, or in person if they appeared on site. We took on a new part-time Marketing Manager, Catherine Harrison, just 18 months ago and she has really brought us kicking and screaming into the online world of today with a new website, new artwork designs, advertising and promotional work. We credit this in helping us to lift our non-event day attendances by over 20% this year. Indeed, the new Marketing regime has proved so busy that now a member of the VRC staff is dedicated one day a week to assisting her in managing Facebook and with production of marketing materials and support.

I have been Hon. Treasurer to the Museum and Finance Director to the Trading Company, the role I inherited from the late great Peter E Thompson in 2004, for over 13 years now and with a combined annual turnover of £600,000 it takes up a great deal of time. Accounts Payable continues to be delivered by Karen Nelson who first picked this work up when she started working in the VRC in 2005. She also took on the new role of Facilities Hire organiser, again as part of her VRC role, taking the Accounts Payable and Facilities Hire roles forward when she retired from the VRC some years ago but with her full retirement later this year we need to plan for her replacement too. She will be a hard act to follow as this year alone she has generated nearly £30,000 in hire fees, ably assisted by our team of volunteer caretakers who look after the hirers

and the site during hires. Well done to everyone involved as Facilities hire beat every other Trading income stream this year and with good bookings for 2018 as well.

When the last HoD for Estates stood down at the end of the 00's and no one else stood forward to fill the role it fell into the clause of the GM job description 'responsible for any area of the site or operations that would otherwise be unmanaged'. So integrating Estates Management with other responsibilities just meant that some days I would be sat on a tractor flail cutting hedges whilst others in best bib and tucker meeting auditors and other outside organisations. With time in the office doing administration, finance and project management it all amounted to a pretty full-time role.

I have enjoyed the majority of the past ten years and like all things in life there are ups and downs but generally the progress physically, financially and professionally of the Museum has been my reward. However, the stresses of the combined roles, not to mention a myriad other tasks that I took on, meant I was really looking forward to a two-week holiday in May, crossing the North Atlantic. Immediately on my return however, a less than courteous communication about a professional matter forced me to really think about continuing working full-time unpaid as the General Manager and I decided to tender my resignation. Indeed, initially I felt I should stand down completely from all my involvement with the Museum. However, after a discussion with the Chair of Trustees I felt it was just the General Manager role that I needed to relinquish. After all, why should I give up my hobby of 43 years?

This decision did cause a degree of consternation and my fellow Trustees recognised that they and the Museum had been over-reliant on my services for a whole range of activities which ought perhaps to be spread over a wide

number of individuals. Therefore after a series of meetings and discussions it was agreed that the management of paid staff would now be split between Peter Martin and Peter Robinson with all the other responsibilities of the GM being taken collectively by the Board of Trustees. I have retained the Hon. Treasurer position but now have Mark Fogg-Elliott to help me with this and he takes control of payroll operation, and becomes the Beer Festival finance officer. As Assistant Treasurer, he has access to the online banking arrangements and financial systems of the Museum.

In view of my depth of involvement in all the planning and arrangements for the replacement Restoration Shed project, we had just issued invitations to tender for the work before I went on holiday, I have been asked to continue with Major Projects and I look forward to delivering the next stage of our site development plan. However, there are questions now being raised about why we need a new restoration facility and at the time of writing this article a meeting was scheduled for Saturday 19th August to address members on why we need to improve our facilities, and how it should be done. It is important to realise that the end game is actually about creating a new exhibition and heritage centre out of the existing shed before the current heritage centre is removed in 2021 – it's planning time limit. It may be that in the eight years since we developed our strategy that people have lost sight of the overall objective and our significant planning constraints, so let us hope that it is set out clearly now.

Next there is the Days out with Thomas Coordinator role dealing with the licence holders Mattel (formerly HIT Entertainment), which has two main strands, the contractual/financial issues and the on-site delivery issues. I will for the time being retain the former but am delighted to hand over the latter to Mark Cornell who will be the Person-in-Charge at future DOWT events. As an illustration of the

challenges of the DOWT contract terms we now have to repaint Thomas as it appears the job we did after the rebuild earlier this year got the paint colour too dark. Consequently, we cannot use the locomotive as Thomas until it is in the prescribed colour. We also have to purchase a new face for Daisy as the current ones are deemed incorrect against the latest character guides, but before you get indignant about what appear petty matters just remember that DOWT provides us with 75% of our event admission income for the year so it is not a question of should we jump – just how high!

I will pro tem continue to deal with the contractual arrangements for hiring out locomotives and looking to update our hire agreements to reflect current best practice. Arrangements for supporting the locomotives on hire will continue with Peter Martin/Allan Robinson but arrangements for arranging our representatives to accompany the locomotives will also now pass to them. We already have firm bookings for 7 hire days in May next year with enquiries for another 3 and an expectation we might gain another 4 or 5 days hire for Thomas. We have a firm booking for 3 days for Percy and, with the expectation of Toby returning to service next Easter, hope that this may generate some interest too, as all DOWT venues are being pushed to increase the number of characters at each event. On a more positive note we have had the response to two grant funding requests that I initiated earlier this year and where, with the very able assistance of Team Thursday volunteer Colin Burwood, we have been granted both and complimented on the strength of our application – using Colin's skills gained in BT writing business cases. The first grant was from the Association of Independent Museums (AIM) who have awarded us £10,000 to employ a part time professional curator to help us address issues from the last re-accreditation and improve our interpretation work.

The second grant is known as 'Ready to Borrow' and awards up to £50,000 to allow smaller museums to take items on loan from National Museums. We have had an offer from the National Railway Museum to take an ex-GER locomotive on loan provided we have appropriate secure indoor storage for it that allows for public display. We had ideas about a replica GER locomotive running shed and we were able to make the case for a full grant to help us build this; it is unusual for the grant to be made for a new building but with special permission we have been given a full £50,000 grant to build this shed to house the locomotive. It means a busy time ahead as this shed has to be completed within a year whilst at the same time, provided the meeting in August about the new shed is positive, we also undertake the earthworks and base for this and erect this shed alongside.

Finally, we can look to start a new Heritage Lottery Fund grant application next year to fund the conversion of the existing Restoration Shed into the new Exhibition Hall plus Heritage Centre in the current workshops location. The building would be stripped back to its base structural framework and re-clad with insulated panels, new lighting and power installed plus a layout that enables us to use some or all of the space for more facilities hires. This would provide a more sustainable income source mirroring the success of both the STEAM and NRM organisations in this respect.

So, plus ça change, plus c'est la même chose, I look forward to an exciting four years leading up to the 50th anniversary of our taking over the site at Chappel and with everyone working towards achieving what we set out to do a decade ago. A sustainable regional railway museum acknowledged for first-class facilities and its collection across East Anglia. It's good to have an ambition, now together let us achieve it. Personally, a few days at home per week is going to be welcome.

## EARM Didcot Outing -

It seems that in April someone left the back gate open, and some Museum members escaped - Don't worry they were found and returned unharmed!

*By Peter Robinson*

As many will be aware, one of our resident locomotives, Andrew Barclay No.11, has been on hire to Didcot Railway Centre since mid February. This is the first time the engine had left Chappel since 1973 and looking for an excuse to spend a day away from Chappel, the 29th April was picked for an outing to it in action.

There was plenty going on at Didcot as part of their 50th Anniversary Gala event with five different locomotives in operation. No.11 was relegated to the yard area, carrying out various shunting activities to display a range of Great Western Railway motive power outside the engine shed. It was refreshing to see the locomotive doing what it was designed for, rather than pulling carriages!

The weather was kind to us, and having outstayed our welcome beyond closing time, we were treated to an opportunity to give No.11 a trundle on their main line. Thanks are due to Roger Orchard plus the chaps on the engine for their hospitality and for displaying the loco in such a smart condition.

As mentioned by our Chairman, it was a most enjoyable Day Out With(out) Thomas, so suggestions for another outing would be gratefully received.

►▼ Chappel Rogues, Pete Martin left (behind the reflection), and on the right, Jon Nutbeem, Margaret Nutbeem and Maureen Knappett at Didcot with "Chappel on Tour" - Peter Robinson



## Team Wednesday Update -

The last few months have flown by and the team's activities have again been mainly taken up by the Thompson Centre building.

*By David Rose*

Our main concentration up to the New Year was to complete the Public side, giving the Museum four committee type rooms and three toilets including a disabled facility. We felt after completion the smaller room was limited in its use, so decided to install four folding doors to allow it to be merged with the large room next door if required. We now have much better flexibility and thanks to Lawrence Beeching for his ideas on how to do it.

We were now left with the staff half of the building to finish: two sets of toilets/showers and a kitchen, and to date we are 99% finished.

In early December we were offered another challenge: to source, purchase and erect a playground, something which the Museum has needed for years to increase value for our visitors with children. Late January saw delivery of the kit from a main supplier but to save a lot of money we agreed we could do the installation, which on seeing the task ahead maybe wasn't our wisest decision. In



parallel to the bought-in items we fancied building our own play train, the design of which was evolved from a similar installation photographed at a local school. On top of the construction work, the whole area had to be fenced off for safety reasons. Oh, and if possible can it be finished and ready for Easter Thomas, please! Undeterred, the crew did its usual head scratching, split into teams and off we went on all three fronts. We

did have to admit defeat and have help with digging the holes for the main kit, and for a few days the site looked like the aftermath of

a bombing raid, holes everywhere. With the fencing crew hard at it (thanks to one of our team's son's help), main items rising out of the ground and a play train (Eric) ready to "steam" out of the storage building we eventually made it. The pleasure it is giving and the comments it has brought from the public has made all the toil worthwhile.

In parallel to this main activity, the remainder of the team, obviously very depleted in numbers, quietly progressed other projects: the Clacton crane was re-



▲ Phil Leggett runs the mixer during construction - Gordon Humphris



◀ Eric Kay tries out some of the new play equipment during the construction stage - Gordon Humphris

assessed as requiring the hook mechanism replaced; the Goods Shed crane ropes were replaced; the Coal displays were repaired (although there is still more to do on this when time permits) and our double decker bus was converted to possibly act as the Thomas character "Bulgy" and to double up as a party bus for children's parties.

One task deserving a mention is the "Drake-low" metal shed which was buried for a number of years in the undergrowth. Restoration and re-building was requested to provide covered accommodation for estates equipment such as tractors, and all credit must go to the three stalwarts who have persevered where many would have given up, and I suspect will eventually sometime in the future complete the task.

The project taking time and effort at the moment is the clearing of the A3 buildings, the relocation of the A2/Old Thomas shop buildings to a new site to provide workshop and mess room facilities. When complete we should end up with a nice tidy area ready for the new projects coming along. Also recently under way are projects to build additional picnic tables and over 1,000 sleepers for the new mini-rail trackwork.

As you can see, through the winter lots has been going on and we have a list of projects coming next, so if you fancy a change on a Wednesday why not come along and join us, it is fun!!

► The completed playground in use by some visitors of the Museum  
- David Reeve



# Team Thursday Update -

Moving on a day, we hear what Team Thursday have been up to.

By Colin Burwood

It is hard to believe a year has passed since our first (and only article to date) appeared. We've got through so much work since then, put up so little bunting, fixed things with so many boggles and drunk so much tea (mainly made by me). And some of us have become WATSITs (the "Wednesday And Thursday Sort It Team" - sorry Gordon, we had to bow to editorial pressure here), as Bob and I now volunteer on both the aforementioned two days.

Looking back at our previous article, I can't help noticing that it mentions installing duct and pulling in services to the Thompson Building. Somewhat ironically one of our most recent jobs has been to dig up this duct and move it several metres closer to the Thompson Building, to avoid it being buried under the foundation slab for the soon to be relocated B1 building (the white one, outside the Heritage Centre). Men plan but the gods laugh. This was all achieved with little fuss and bother, apart from Bob catching the duct with the digger bucket and nearly pulling the Thompson Building off its foundations. In the end only an electric termination box was pulled off the wall, which, in the circumstances, was a bit of a result.

Apart from digging up things we had previously buried (we're all pirates at heart), we have contributed to getting the Thompson Building up and running by installing trunking, telephone and IT cabling. In addition we have provided cabling for alarms and security cameras and set up a Wi-Fi hub.

We've also provided a telephone on a post inside the back gate to enable people to contact reception to open the gate and let them out (we all know that feeling). However,

► *The soon to be removed, poorly positioned volunteer phone on a post*



▲ *Bob digging up buried treasure (duct), Jim lad! - Colin Burwood*



◀ *Repaired electrical boxes near to the Chappel Main Box, now no visible live wires, but the wall behind is no longer there - nothing to do with us!!*

one of our recent jobs has been to install new telephones on posts inside and outside the back gate, with bar code readers attached to the posts. These have been sited to allow disabled visitors to use the bar code on their ticket to open the gate and access the disabled parking in the yard. The now redundant and poorly positioned posts we originally put up will be removed in due course. Men plan but the gods laugh. Bit of a theme developing here.

We were recently joined by a new volunteer, Rod Terry, as Team Thursday electrical specialist. Rod has already made a major contribution by repairing the two wooden boxes on the approach to the signal box that house the electrical feeds into the site. Rod also replaced one of the fuses and fuse carriers that was in poor condition due to water getting into the dilapidated boxes. As well as lots of other electrical stuff, Rod's other major contribution was fixing the electric termination box back onto the wall after Bob's infamous "digger bucket" incident.

Current and up and coming work includes preparing the ground for Mini Rail 2 (MR2); providing duct, electric, water and communications for MR2; providing alternative services connection to the Heritage Centre so work can commence on the foundation for the new Shed On The Field. If anyone would like to get involved in this project (and are good at making tea), come and find us on site any Thursday.



► *High Rise facility? Colin Burwood on the scaffold tower in the Goods Shed fixing the Decibel cut out equipment.*

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

*Have anything to add? Email your news to [svs@earm.co.uk](mailto:svs@earm.co.uk)*

### **GRESLEY COACH**

Mike Stanbury would be interested to hear from any readers who have any images of the Gresley coach at or soon after its arrival on site, which was 4th May 1995. Interior views in particular are being sought. Images can be sent to Mike's email address : [mike.stanbury@earm.co.uk](mailto:mike.stanbury@earm.co.uk). Prints or transparencies may be left in the Visitor Reception Centre for him to scan and return if required. (Please ensure donor's name and address is clearly marked).

### **MINI RAIL APPEAL**

The Mini Rail team are looking for cardboard boxes, of various sizes, to store their various bits and pieces in, prior to their change of location. If you can help, please contact Tim Rice on 07446 251378.

### **CHAPPEL NEWSLETTER**

The Chappel Newsletter celebrated its 68th issue in April, and the Editor, Rob Boyce, is hanging up his editorial keyboard. If anyone is able to take on the compiling of the newsletter, please e-mail Rob at [rob.boyce@earm.co.uk](mailto:rob.boyce@earm.co.uk)

This newsletter, which is distributed by email, plays a vital role in providing information about the Museum outside the longer timescales needed for Stour Valley Steam.

### **ARCHIVE FILING**

The Museum is still looking for documents relating to its history. In particular, I would like to repeat our request for press cuttings and other paperwork from the earliest days of the former Stour Valley Railway Preservation Society, which was formed in 1968. They could be of use in connection with the forthcoming 50th anniversary of this event in 2018.

If you have any such items please contact David Reeve (see Principal Officer's Page for details) or leave, clearly labelled, in Museum Reception. Thanks to all who have brought in material since our last issue; in particular David Taylor of the former Sudbury Rail Users Group who has deposited a number of archive items and paperwork with us.

### **PERMANENT WAY**

Andrew Cullum takes on the role of Permanent Way Manager, with a special interest in the maintenance of, and improvements to, the existing track.

Nick Ridgway continues in a Permanent Way Adviser role, with a special interest in the detailed design and development of the Eastern Extension, for the time being.

### **THE MUSEUM BOOK COLLECTION**

Work is progressing to expand and electronically record our archive book collection which majors on our collection area of the Eastern Counties, plus N&E London.

When books are donated through the VRC they are sorted - some destined for archive, others stored in the collections building before being sold. So far this year 140 books have been added, titles are divided into 17 subject categories and then stored in the secure archive room. Our collection starts in 1874, reflects the expansion of railway publishing from the 1970s to a lesser number of recent title, our grand total is currently 537 entries. To "even-up" the collection to reflect current practices, books about present day operation and traction would be welcomed. Members who may wish to add to, view, or would like a copy of the collection in spreadsheet form please e-mail Phil Ainsley via [schools@earm.co.uk](mailto:schools@earm.co.uk).

### **WORDS FROM THE WORKS**

Here is a brief run -down on what is currently happening in the Works.

Number 56 aka Thomas: Now in service but has been going through a repaint (see Plumb Loco for details).

Jubilee: In service.

No 11: Back in service, now it has returned from Didcot.

Lampport No 3: Boiler removed and inner firebox extracted. Motion and wheels removed to allow a full inspection for cleaning and repairs

Simplex: Work proceeding on stripping down and replacing rusted parts.

Coal Wagon: All rusted floor and sides removed and new sections welded in.

GER Coach No 308: Now been bolted down on new rubber pads and handbrake fitted. Kevin is restoring the interior and carrying out bodywork repairs.

Toby: The engine is now in the Restoration Shed and being assembled apace by Ian Rushbrook.

### **NEW HEAD OF DEPARTMENT FOR SIGNALS**

Following Peter Robinson's recent appointment as a Trustee, Jack Plumb has stepped up as Head of Department for Signals. Jack and the rest of the S&T Team would like to thank Peter for his hard work and commitment over the years. You will find an update from S&T via Semaphore News elsewhere in this magazine.

### **MEMBERS WEBSITE**

Members are reminded that the Members Area of the previous website can still be accessed via; <http://members.earm.co.uk> as a standalone site. This contains all recent issues of Stour Valley Steam as PDF files, and the EARM Photographic Index.

Details of AGM's annual accounts and other Museum information and policies will be posted there.

### **NEW WEBSITE FOR THE FORMER NORTH LONDON BRANCH**

The Enfield Transport Circle are pleased to announce that they have a new web-site, which is currently under construction. However, please visit [www.tetc.btck.co.uk](http://www.tetc.btck.co.uk) to check progress on the site's development and find out what they are up to.

# Museum Events Update -

Welcome to my second events article for Stour Valley Steam; Since my last update we have held a number of events.

*By James Cornell*

At the time of writing, these include our Bank Holiday Fun Days, Transport Extravaganza and the Fathers Day Steam. I would like to thank all those EARM staff and volunteers who have been a part of our events so far this year and I hope that we can continue this hard work through the remainder of the year.

## Bank Holiday Fun Days – 30th April & 1st May

We have held previous Bank Holiday events in the past but we never classed them as 'Fun Days'. In order to capture more of an audience we made our standard Bank Holiday steam event into a family fun day this year, with lots of fun activities along side the standard set up. As the Events Manager I didn't really know what to expect due to the fact that all of our working steam engines were on hire. To get around this we used the DMU, the WD diesel shunter on "Taster for a Tenner" and the Pump Trolley. The latter was a huge success, giving free rides from the Cattle Dock



to the North Headshunt and back, with lots of visitors complimenting us for offering something different. The WD shunter was busy as ever, filling every available slot on both days. Alongside the trains we had the brand new Kid's Treasure Hunt where families had to find numbers and then write down what the object was that the number is attached to. On completion, visitors handed in their treasure hunts and were automatically entered into a draw to win a free family ticket to the annual Transport Extravaganza. Over the two days we had 349 admissions through the door (27% increase on last year) with 138 on Sunday and 211 on Monday. Last year's April Bank Holiday event saw 276 admissions, 106 on Sunday and 170 on Monday.

## Transport Extravaganza – 28th & 29th May

For people who don't know, our annual Transport Extravaganza is the biggest and busiest non-Thomas running event, and it gets bigger and better every year. During the past 3 years the Transport Extravaganza has become a "must" on the rally list and was named "The most unique venue for a vehicle rally in East Anglia" in Practical Classics Magazine May 2016. This time we had one of our working steam engines hauling the freight train, the WD shunter on "Taster for a Tenner" and the DMU giving

rides. Along with this, we had the Holden F5 Steam Locomotive Trust promoting a new build engine, the events gift shop open and the Kid's Treasure Hunt. Our friends from the AJN 825 Preservation Group came again with two vintage buses, where they gave free rides to Bures railway station and back. This is a huge pull in for visitors and this service is not offered at any other vehicle show in Essex. This year we broke the record again for exhibitor numbers with a final count of 162 of 162 booked on Sunday and 108 of 136 booked on Monday. The weather forecast meant that some exhibitors did not turn up on Monday due to the risk of rain. The overall visitor numbers were up too with 713 admissions over the two days with 295 on Sunday and 418 on Monday. Sunday's visitor numbers were down by 22% compared to last year. However; this was due to the fact that it was a really hot day (28 degrees) and everybody went to the beach. Hot days are our biggest competition and are something that can't be helped, even with the strongest of marketing. Monday's visitor numbers were up by 32% and higher visitor numbers are always seen on the Mondays.

► Chappel Bus Yard  
- a scene from the  
Transport Event Day  
- James Cornell.



ing rides. Along with this, we had the Holden F5 Steam Locomotive Trust promoting a new build engine, the events gift shop open and the Kid's Treasure Hunt. Our friends from the AJN 825 Preservation Group came again with two vintage buses, where they gave free rides to Bures railway station and back. This is a huge pull in for visitors and this service is not offered at any other vehicle show in Essex. This year we broke the record again for exhibitor numbers with a final count of 162 of 162 booked on Sunday and 108 of 136 booked on Monday. The weather forecast meant that some exhibitors did not turn up on Monday due to the risk of rain. The overall visitor numbers were up too with 713 admissions over the two days with 295 on Sunday and 418 on Monday. Sunday's visitor numbers were down by 22% compared to last year. However; this was due to the fact that it was a really hot day (28 degrees) and everybody went to the beach. Hot days are our biggest competition and are something that can't be helped, even with the strongest of marketing. Monday's visitor numbers were up by 32% and higher visitor numbers are always seen on the Mondays.

## Father's Day Steam – 18th June

Once again we held an event for fathers and their families with steam on freight, the WD shunter on "Taster for a Tenner" and the Pump Trolley. For this event fathers got free admission to try and compete with any potential competition. The Viaduct Pub was open and was very popular selling around £200 worth of drinks. This event was again a really hot day which meant that most people went to the beach meaning we only got 145 admissions, compared to last years 264 admissions. However despite this shortfall everybody enjoyed their time which at the end of that day is what matters.

## Other Event Stuff

Work for our 2018 events is already under way with some exciting additions for the listing including a fish and chip train evening and a new experience event called Kids Run the Rail-



way. The proposed listing will be approved by the Trustees in due course and the 2018 events listing will be published at the end of the year. Once again thank you to all who have been a part of our events so far and I hope that we can continue building on what we have achieved to date.

► James' Triumph Spitfire next to the N7 at the Transport Extravaganza - James Cornell.

# The Chelmsford Water Tower Project -

*By Mike Stanbury*

Early this year, I was approached by Andy Savage, Executive Director of the Railway Heritage Trust, to enquire whether the Museum would be interested in acquiring the Water Tower from Chelmsford Station. It was built in 1882 by the Great Eastern Railway, is of brick construction with a cast or wrought iron tank on top; the room underneath being used as a stable for the shunting horse. It had an additional brick built structure attached to it, believed erected in the 1980s and used as a cold store for the line's refreshment services.

The water tower and attached building were to be demolished to make way for the Mill Road Scheme of Chelmsford City Council, (CCC) which would have given Greater Anglia opportunity to use the area for commuter executive parking, hence a good money earner for the benefit of the franchise. However, the water tower was believed to be in the Chelmsford Conservation area, and in view of its history CCC was unwilling for it to simply be demolished, unless it could be dismantled and moved elsewhere for re-erection.

I made enquiries to find out whether there were any known drawings of the water tower, and found that Great Eastern Railway Society member Ray Blick had measured and completed a scale drawing of the water tower in 1978. He was kind enough to supply me with copies of the drawing, which were of great help. Once I had the drawing, I found that it would fit just behind the Railway Clearing

► *The view of the Water Tower from the "Meat Yard" at Chelmsford Station - Mike Stanbury.*

House office, in between that and the present water tank, which meant that it could be erected and put into operation without interruption to our water supply facilities. I sounded out the EARM Trustees who were in agreement that we should look strongly at the possibilities of bringing it to Chappel to replace the 'baked bean can on stilts', which would add greatly to the Victorian ambience of the station.

A site meeting was held in May with Ian Reed and me in attendance with Andy Savage and representatives of Greater Anglia, Network Rail and the Conservation Officer of CCC. There it was agreed that Greater Anglia would bear the cost of demolition and dismantling (an expense that they would have had to pay anyway); and EARM would pay for transport and re-erection at Chappel, the foundations for which would have financial assistance



► *The other side of the Water Tower taken from Platform 1 at Chelmsford station - Mike Stanbury.*

from the Railway Heritage Trust in view of the fact it was in a conservation area. The Network Rail representative said that subject to possible cost, Network Rail would look after asset protection during demolition/dismantling and removal, and CCC would sanction demolition/dismantling on the understanding that it would be re-erected elsewhere.

A good scheme all round, which unfortunately soon fell to pieces, when the Network Rail representative found that the water tower was in fact outside the Chelmsford Conservation Area, which was confirmed on closer inspection by CCC. This meant, theoretically, that it would no longer be eligible for a Railway Heritage Trust Grant, and would not need CCC approval for demolition. Network Rail also said that in view of the poor financial situation of Network Rail, there was no way they could fund asset protection if needed. However, we had goodwill on our side, and were promised full cooperation from Greater Anglia, and Andy Savage was able to use his discretion on a grant from the Railway Heritage Trust towards the cost of the foundations.

However, more work was needed to obtain full architect's drawings for the purposes of obtaining tenders for the rebuilding, and the means of removing and transporting the water tank itself. Here I was fortunately able to enlist the help of Mike Senatore, a Great Eastern Railway Society member, who, in fact, many years ago, designed the disabled access ramp for the Good Shed at Chappel. A further visit to the water tower enabled Mike to obtain the basic measurements and design, but we were hampered by the necessity of removing a false ceiling underneath the water



tank, before we could ascertain the method of construction and fixing, and the whole of the building outside had a lush growth of mainly buddleia and other shrubs preventing access.

We were promised this growth would be cleared, which was done in early July, but before Mike Senatore and I could get to the tower to try and complete the measurements, I was informed by Greater Anglia that a contract had been let for the demolition of the cold store, and the contractors would also remove the tank from the base. This would give an opportunity to ascertain the weight of the tank for purposes of calculations for the construction of the foundations.

So that's where we are at the minute, and as soon as we have access to the water tower standing alone, then we can talk to contractors regarding dismantling and re-erection. The removal of the water tower is being looked for before the end of August, and hopefully re-erection at Chappel in the not-too-distant future. Fortunately, planning permission will not be needed as being a statutory railway, it is what is known as a Permitted Development. In any event, it will only improve the appearance of the station by the removal of the present water tower.

## 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:

Charles Armstrong, David & Gaynor Barnard, Matthew Brown, The Coffey Family, John Curran, Colin Eddy, Jo Edwards, The Enever Family, Adam Frost, Pascale Genevois, Paige Hall, Trevor Hardy, The Hawkins Family, Aaron Hedges, Alastair Holmes, Karim Hassan, Greg Kiteas, Stella Lemin, John Little, John Murray, David Perry, Charles Phillips, Tony Rand, Callum Roll, Natalie Sturgeon, Rod Terry, Brandon Thorpe, David Walker, Ernie Wells and Tony Wright.

Amongst the list of new members we would especially like to all thank those who joined on our "Taster Day" and have subsequently become volunteers at the Museum. Also included are a number of local residents who we are also pleased to welcome. They will hopefully understand the importance of retaining the Museum's heritage for years to come.

We welcome back the following as returned members: Richard Allman, Bob & Alex Neville.

Best wishes to all those members who are recovering from surgery or are otherwise unwell. This list is not exhaustive, but includes Chris Hoser and Dennis Manchee, Trevor Rogers and Ron Snuggs.

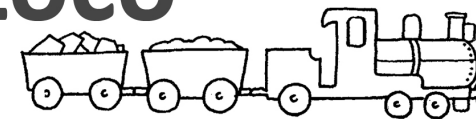
Unfortunately, we have to record the death of Susan Youell, widow of Dr Fred Youell, who passed away on 27th July 2017. A short obituary by Mike Stanbury can be found elsewhere in this magazine.

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.



## Pete Martin's Plumb Loco



As time goes by, we reflect on the Beeching era and the impact of the current fixation with mass housing developments in areas that once had a train station - sorry - RAILWAY station. Our particular oasis half way up the side of a hill at Chappel on the Marks Tey - Sudbury line has seen a resurgence in usage over the past few years with the station car park regularly rammed to capacity. Roads are now unable to cope - as is regularly shown on the A120 - A130 - A12 - A14 corridors. When something happens, Essex and parts of Suffolk seize up, the burgeoning gridlock generated cascading to the minor A and rat-run B roads, and the whole lot sets like a jelly.

At certain times of the day, there are more lorries than cars on the move - mostly foreign registered, which persistently smash our already potholed roads into even more pieces. It makes you wonder where it's all going to end when they announce another two lanes are going to be added to the A12 to increase the speed and capacity, and an enhanced A120 to eliminate the gridlock at Galley's Corner which regularly backs up to Dunmow. These schemes are backed by the local business community in the misguided belief that the world will be a better place, but it's all going to end at a set of traffic lights at the Copdock Interchange or a roundabout in Hadleigh. That is if the traffic can get out of the proposed new crossing near Purfleet onto the M25 in the first place.

Oh yes, then there's the proposed new housing development at West Tey. Umpteen

thousand houses (who for has yet to be ascertained), the contents of which are going to be poured onto the A12 and A120, both of which are regular disaster areas at the best of times.

Over the years, the Good (or Bad) Dr Beeching became the butting point of many. Let's face it, although he wrote the report on the economics of our railways, it was the administration in power at the time, with the typical short-term view backed by a strong road lobby - a situation which still prevails, that decided to act upon it, leaving a trail of wreckage in its wake - quite literally in many cases.

The backlash is now becoming apparent where there is a need to reinvest in not just enhancing that which already exists - for example, with the new Elizabeth Line and numerous light rapid transit systems in Nottingham, Manchester, Sheffield to name but a few, but put back what those administrations ripped out under the guise of the Good Doctor's report.

The Victorian entrepreneurs who built the lines in the first place must have turned in their graves when they shut. In the light of the massive developments now planned they must be laughing at the subsequent mayhem, when there is general regret over many such closures.

Whilst the adjacent commuter line to Sudbury exists in conjunction with the EARM to provide a necessary link to the outside world,

► *Lampport with not a lot left in place - Peter Robinson*

our focus is turned to the current position whereby the Museum continues to develop to become an emerging centre of excellence portraying the evolution of everything rail - orientated down to the nuts and bolts of heritage engineering.

We continue with the conversion of Lampport's boiler into a colander after many months drilling all the stays out for the successful removal of its defunct inner firebox. This latter component now awaits quotation for a replacement together with various other items which is going to set you back £10k plus. With the boiler removed from the frames, it provides another opportunity for the visitor to gain a further insight into the technicalities and construction of a steam loco, which many of them find fascinating and educational. The continuing work has enabled the frames to be lifted to release the wheel-sets for examination and cleaning. It is not envisaged that any mechanical work will need to be undertaken as most of the clearances are within opera-



tional tolerance, but we will be sending the wheels away to have the tyres re-profiled.

As I write, No11, our ancient Barclay, has returned from its sojourn at Didcot in time for our Summer Gala Weekend, where it is performing along with No.54 and Jubilee. Both of these locomotives have been at the North Norfolk Railway under the guise of Percy and Thomas earlier this year - which seems to be accelerating indecently towards Christmas. Ahhh!

The Waggon und Maschinenbau railbus No.E79973 continues to spring one or two surprises including the odd piece of burnt-out wiring, which is in course of being replaced. This project has been challenging as the body was built upside-down with all the under-floor wiring and air pipes installed before turning up the right way to marry the body to the main driving truck. Now the engine is in the way of the connection and terminal boxes! The interior passenger compartments have been completed as far as installation of pan-



◀ *Ian Jessop and Jon Nutbeam with Lampport's Boiler in the Restoration Shed on 4th June 2017 - Peter Robinson*

► *The Permaquip in use by the S&T Team, cutting back some trees in the North Headshunt - Peter Robinson*

elling and ceilings are concerned, and this only leaves the vestibules to be attended to. The air-operated sliding doors are in need of remedial attention with the need to come up with an alternative way of latching them mechanically in the closed position. The current mechanism is rather weak in its design and must have given problems even in BR days.

Catering for a growing interest by some of our important and welcomed younger members who don't need to view the world solely through a computer screen, the Simplex Railmotor has been bought into the Restoration Shed. This antique petrol-engined shunting machine was the first item of stock we ever had on site at Chappel. Built in 1920, it worked at a cement works in Cambridgeshire - the definitive history of which, I'll leave to you to investigate further. Suffice to say there was one at Brentwood goods yard named Peggy. It has a Dorman 4 cylinder engine of some horrendous cubic capacity, which was OK when petrol was cheap, but from recollection it took 5 gallons to get from one end of the yard to the other, and wouldn't pull much more than one truck. Trying to shunt a steam engine on site was impossible without addition of the RAF equivalent of 'breathing ballast' to keep it stuck to the rails until we got AMW144 aka "John Peel". It is hoped to celebrate our 50th anniversary with the re-emergence of this interesting machine, but whether its seized Dorman engine can be resurrected is yet to be ascertained. It would be nice to think it can be, but whether we can afford the petrol is another thing!

Toby the Tram's rare Leyland Albion engine has surmounted a major hurdle and is currently being reassembled. The long drawn out repairs and search for parts have finally culminated in the reinstallation of the crankshaft with new bearings under the direction of Ian Rushbrook. If anyone has any information or parts for a Leyland Albion 900 series diesel engine, we are always interested. There's one on a farm near Rayne, but typically the farmer prefers to leave it rusting along with all his broken tractors and abandoned Range Rovers buried under hay bales.

HCT Permaquip No. 22, a gift from the Romford Overhead Line Depot of Balfour Beatty some years ago, became a fully operational self-propelled machine again after much work, and after recent insurance acceptance, has seen use by the signal lads trimming trees.

With many other exciting things in the pipeline, I'll leave you to explore further by making a visit to our Man Shed, where many new members have been introduced in recent years. This time we welcome our two latest additions; John Durrant and Tony Wright to the fold. Hope to see you all there soon.



## Semaphore News -

*By Peter Robinson*

Since the beginning of the year, significant work has been undertaken to complete the renewal and re-routing of signal wires and rodding up to the level crossing. It turns out that digging a three-foot deep hole for a new bench\* when the water level is two feet below the surface is challenging to say the least!

In addition, routine maintenance has continued, plus further work to complete the North Headshunt hunt gantry with painting of various fixtures and the replacement of the Goods Shed entry shunt signal. With the entry into service of our HCT Permaquip scissor-lift, the team have also been improving signal sighting with some judicious tree surgery and are beginning to address some of our high level equipment faults.

Upcoming work includes the overhaul of the signal by the level crossing, before we turn our attention towards the South Sidings. Thanks, as always, are due to the Signals Team: Graham, Mike and Jack plus the numerous others who have helped with the work.

*\*For those unfamiliar with some of the finer points of Permanent Way parlance (including your Editor) "bench" is the name for the timbers to which all the cranks and pulleys are fitted. These are bolted to concrete legs sunk into the ground - hence the depth of the hole.*

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## Obituary - Susan Youell

By Mike Stanbury

Susan Youell is not a name that many readers will be familiar with, but she was the widow of Dr. Fred Youell, and she was herself a long-term member of the Museum. Fred was our early Permanent Way Advisor, and donor of the N7 locomotive to the Museum.

Mrs Youell passed away on 27th July 2017, aged 80 years. Susan was one of the pioneers of railway preservation, and as far as is known, she was the first qualified lady fireman and engine driver in British railway preservation. She fully supported Fred in all his many preservation exploits, although often having to act as a wet blanket on some of his more ambitious schemes. She was also active for many years as Secretary, and later the Archivist, of the Association of Railway Preservation Societies (now the Heritage Railway Association).

She was instrumental in persuading Fred in his last days that the N7 should be donated to the EARM, a decision for which we are eternally thankful to both of them. She leaves a son, Matthew, as would be expected, himself a great railway enthusiast, and two daughters, Harriet and Sarah, to all of whom we offer our sympathies and condolences. As a friend of the family for more years than I can remember, all being well I will be representing the Museum at her funeral in Leeds.

## Platform 2 Trackwork -

*By Nick Ridgway*

After efforts to install side-lever actuation during summer 2016, it became clear that all was not well with this particular junction. The curved route is vital for our Days Out With Thomas operation, plus other special events, and also for positioning coaches for viewing on Museum Days. The straight route gets used once in around every 5 years as part of vehicle transfers between our railway and Network Rail infrastructure.

During the early part of 2017, a hit-squad of Museum volunteers took steps to replace around a third of the timbers in this junction with new material. The task was made more difficult than usual by the presence of Platform 2 wall to the east and the Sudbury line to the west, and the purposes were to correct the previously-wide track gauge, and to improve the drainage at this location. It is a high profile area and many of our customers have taken a keen interest in the work.

The opportunity was also taken to bury most of the blue plastic water pipe, connected to the main water tower at the north end, that provides a steam locomotive watering facility in Platform 2. That part not buried is to be painted black to maintain the 1950s appearances through

this area.

At the end of March 2017, and in time for the Easter Day out with Thomas event, the junction was complete and ready for use apart from boxing-up with ballast stone and reinstating the fencing.

Whatever your contribution to the work, it is gratefully appreciated.



◀ A view of the works on the junction between Platform 2, the Network Rail Line and the Museum's North Headshunt taken on 25th March 2017 - Nick Ridgway

# Matchstick Models Part 3 -

By Ian Bates

*Ian continues his story with more insights into the world of "Matchstick Modelling"; this time with a locomotive which is very much a current issue in preservation.*

In the early 1940s, I was given a postcard of an LNER Class P2 locomotive, which became my favourite loco. Incidentally, this would be about the time that the CME Edward Thompson started to re-build these very fine-looking engines.

Fast forward some 60 or 70 years and I was now able to make a model of "my" locomotive. The other two locomotives made at this time had parallel boilers which had been constructed using the cardboard tube from a kitchen roll. Now, the P2 does not have a circular boiler casing; it is "egg-shaped" (technical term! and tapers towards the chimney.

I decided to make the P2 boiler in sections equivalent to the distance between the boiler bands. Before going much further I had to establish the method of construction of the streamlined front end, so I made a smaller-scale mock-up and found that provided there was the correct slope on my small diameter cardboard tube and the matchsticks were attached horizontally, all the other sticks seemed to fall into place. This gave me the confidence to carry on and complete the boiler, smokebox and firebox. Frames were made up exactly as the original and include the middle-cylinder connecting rod and crank axle. Springs were made using a jig, with the leaves formed



using matchsticks reduced to 0.05mm. A full braking system, from brake cylinders to brake blocks, was installed. In the cab, there is a representation of controls, pipes and gauges, together with the firehole door just slightly open, giving the glowing coals some secondary air.

Next, I completed the tender and this time added "coal". Neither the "B1" nor the "N2" had "coal"; perhaps I will right this wrong some day. "Coal" is made by joining four matchsticks and cutting them up into irregular sizes. This is a slow process but worth it for the appearance of the completed model.

The advantage of modelling in Gauge One is that fine detail can be included. Handrails, for instance, can be made to a uniform 1mm diameter by rotating a matchstick and pushing it through a piece of brass with a 1mm hole. I can also add lamp brackets to complete the model. My favourite finish is to "quarter" the buffer heads as was done on some locomotives at Kings Cross's "Top Shed".

In my next edition of "Stour Valley Steam" I will talk about my model of the engine that some say "won World War 2".



▲ "Special Service" Team Wednesday Members Paul Daines and Eric Kay create some tables for the Play Bus on 10th May 2017 - Lawrence Beeching

Peter Thompson in the TSO on an unknown date in the 1990s - Gordon Adams ▲

▼ Ian Jessop and Brian Sermons examine the work bench and ponder deep thoughts about 54's Boiler - Peter Robinson





▲ Steam Gala Event Organisers - Michael Sanders and Jack Plumb with their timetable for the days workings on Sunday 9th July 2017 - Liz Larvor

▼ Various Museum Members assist with the lifting of Number 54's boiler back on to the locomotive on 26th February 2017 - Peter Robinson



▲ Essex County Council Leader, John Aldridge assists Muriel Thompson open The (Peter) Thompson Centre on 12th April 2017, with Mrs Aldridge, Sir Bob Russell, Ian Reed and some Museum Members (just visible inside) looking on - Mike Stanbury

▼ Number 11 returns to Chappel to take its place in the Summer Steam Gala, on 7th July 2017 - Michael Sanders





▲ Allan Robinson (with John Curran behind) demonstrates Lampport's colander (see Plumb Loco for details) on 11th June 2017 - Peter Robinson

Pete Martin props up the bar in the Goods Shed during preparations for the Chappel Winter Beer Festival on 2nd March 2017 - Museum Facebook Site ▲

▼ A number of Museum members observe the lifting of the old toilet block near the Member's car park on 21st June 2017 - Colin Burwood



## 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 second meeting of 2017 was on Friday 7th April when Geoff King presented on the subject of "Industrial Steam Locomotives; in the Wild and in Captivity". Part One began by covering a brief survey of locomotives in industry, where they had been used either for deliveries to site or internally on a large location.

This show was in fact first shown at the Museum's Industrial Steam Gala on July 3rd 2016 but few people there would have been able to see it in full. The first part, ("in the Wild") as its name implies, focused on Geoff's pictures of industrial steam in a wide variety of sites in the late 1960s and early 1970s. They included collieries, power stations and sugar beet factories. The first shots were of 'merry-go-round' trains working in Pontefract in May 1971, followed by various others of marshalling coal trucks in sidings. The industrial locos on view were generally of a standard design, either 0-4-0 or 0-6-0. The examples showed included a Peckett at a British Sugar site in 1971 and another at Ipswich in 1972. Another category was breweries; Burton upon Trent was included with its many industrial deliveries to breweries, followed by shots of a 'fireless' loco with a pressurised boiler moving huge bales of paper. This part of the evening concluded with a range of rail scenes in the East Midlands.

Part Two ("Industrial Steam in Captivity"), after the refreshment break was closer to home and was set at Chappel. From 1971 the shots were of Gunby and Jupiter giving footplate rides, followed in 1976 by the arrival of a low-loader which reversed down the narrow access road with Belvoir and Bagnall 0-4-OST Jubilee. Various shots followed of all

the locomotives at Chappel at various dates and times. Around year 2000 RSH 0-6-OST No.54 was shown undergoing a ten-year boiler inspection and Jubilee was seen again in a wide range of liveries. In addition there were shots of the various locos over the years that have been pressed into service as Thomas at a 'Day Out With Thomas' event. The evening concluded with a range of shots around the Chappel site taken on open days and at Thomas events. It had been an absorbing evening which was fully enjoyed by the audience, and thanks to Geoff King, the Museum's official photographer for his work in putting the show together.

On Friday June 2nd we welcomed long-term Museum member Gerald Brown as our speaker, giving us some insight into the development of the French railway system, followed by a look at the current scene.

The first part of the presentation covered the development of French railways; this was ably illustrated by a series of maps showing the physical geography of France and the size of the network at different points in time. In contrast to the UK, the French railways were mainly built by the state, although operated under long franchises. They were formally taken into State ownership just prior to WW2, when these franchises were about to expire as the SNCF.

After the break, we looked at the current scene, with the emphasis on the regional rail services, rather than the more glamorous TGV network. Today, there are about 16,000 miles of passenger network plus numerous freight-only branch lines. Lines are still being closed while others are being resurrected. The TGV

network with four recent major extensions just opening is likely to mark time for a while. Regional authorities are now responsible for local services, which must be subject to tender soon under EU rules. The first award not to SNCF may well cause strikes!

Recent trends have seen (as in the UK) a steady replacement of hauled passenger trains with multiple unit traction. This together with a major decline in SNCF Fret in competition with private freight operators has led to a store of nigh-on 500 withdrawn locomotives at Sotteville yard, near Rouen. Also there are some withdrawn examples of the first series of TGVs!

If anyone is intending to visit France, Gerald would be pleased to try to answer any railway orientated questions that may help to make the most of your visit. He recommends Rouen from both a railway and historic viewpoint and its ease of access from the U.K. (Contact via email - [brown.gerald@ntlworld.com](mailto:brown.gerald@ntlworld.com))



I would like to thank Gerald for coming from Norwich to give us a most interesting talk, and for giving us an opportunity to preview it, which helped considerably in setting up our equipment. It is hoped to give a more detailed version of this talk in the next edition of "Stour Valley Steam". In the meantime, more detail will be available on the Colchester Railway Group website: <https://colchesterrailwaygroup.wordpress.com/>

Our next formal meeting will be our AGM which will be held on October 6th in the Friends Meeting House at 7.30 pm, and the last meeting of the year will be on December 1st with the return of Dave Newell with another installment of the "Driver's Eye View".

Further details and dates are available from David Reeve on 01206 793923 or by e-mail at: [d\\_e\\_reeve@hotmail.com](mailto:d_e_reeve@hotmail.com), and from our web-site (see above). Also please take the opportunity to send in any written suggestions for topics and/or speakers for the 2018 programme.

## 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

In April we broadened our transport interests away from just railways to have a fascinating talk by Tim Morris of the Brooklands Museum Trust on the history of Brooklands, which can be described as the birthplace of British motor sport and aviation. The motor racing circuit was constructed in 1907 to overcome restrictions on racing on public roads and was the first purpose-built racing circuit in the world. Brooklands also soon became one of Britain's first aerodromes and attracted many aviation pioneers prior to the First World War. It was also a leading aircraft design and manufacturing centre in the 20th century until 1987. The current museum was first opened regularly in 1991 and includes part of the original motor racing circuit and four listed buildings: the 1907 Brooklands Automobile Racing Club Clubhouse and Members' Hill Restaurant buildings, the 1911 Flight Ticket Office, and a 1940 Bellman aircraft hangar. Exhibits include a Concorde aircraft. The Brooklands Museum Trust was formed in 2008. Since 2011 the London Bus Museum has been located on part of the Brooklands site.

In May we returned to railways, with the annual visit of Kenneth Livermore of the North British Locomotive Preservation Group. This year, rather than his usual nostalgic rail journey he told us all about the engines of the North British Locomotive Company, illustrated with traditional slides

In June we had a presentation by Jeff Lewis & Alastair Cameron about the Smallford Station Project and 150 years of the Hatfield & St. Albans Railway. This was followed up at the beginning of August by a visit to Nast Hyde Halt and Smallford station sites. The old railway line is now a well-used public cycle track and footpath. At Nast Hyde a local resi-

dent has done a wonderful job of tidying up the old platform of the Halt and recreating a station atmosphere with replica signs, fencing and even level crossing gates. The grade 2 listed wooden station building at Smallford is located in a building supplies yard behind metal security fencing but visible to the passing public. The local authority have erected an information board nearby, and the Smallford Station Project team are hoping that one day the building can be restored and put back into public use, possibly as a café and information centre.

Appropriately on 4th July we had a video evening USA Railroads presented by our Executive Secretary, Kenneth Crane

Our summer outing this year was to St. Albans South Signal Box, following the visit to Nast Hyde Halt and Smallford Station. The St. Albans Signal Box Trust have restored the redundant signal box, which is still in its original location next to the busy 4-track Midland Mainline just south of St. Albans City station. We were given a guided tour of all the signalling equipment preserved in the garden of the signal box – most of the equipment is in working order and can be demonstrated. We were then taken into the box. On the lower floor of the signal box itself there is an interesting museum with photographs, old equipment and artefacts mainly of local interest. Upstairs on the operating floor the lever frame, interlocking and block instruments have been restored and a replica illuminated track diagram installed. The workings of box can be demonstrated using a computer to simulate the adjoining signal boxes. The box is open to the public on alternate Sunday afternoon – well worth a visit – check their website for opening dates and times.

## Even the Devil Wouldn't Bother with Bures -

This was one of the many graffitied messages adorning Bures railway station's waiting area ('hut') when my wife and I came to Bures in 1980.

*By David Taylor*

It was in a sorry state indeed. It had the waiting area (the hut, badly neglected, no windows, and adorned as per above) a notice board open to the elements with consequently no notices in it, and no other facilities at all – and badly overgrown. But it did have a certain charm.

It was so badly neglected because everyone thought it was simply a matter of time before the station and the whole line would be closed for good; the line which used to go to Bury via Long Melford and Cambridge via Long Melford and Haverhill, until Mr Beeching came along. (Just think how different things would be if those destinations were still served by rail from the branch!)

So, of course what was left had to be saved and we joined what in those days was a very active Sudbury to Marks Tey Rail Users' Group to do just that. It was an uphill struggle. With a dire service many otherwise stalwarts had themselves deserted the branch, to drive to Marks Tey or Colchester for a better service. But the Rail Users' Association were allowed to be creative, and with British Rail as it then was could introduce shoppers' special fares and even direct trips to seaside resorts.

Privatisation in the 90s brought about a different attitude to railway assets, albeit enforced with a bit of stick via the Rail Regulators. But it took a long time to change ingrained attitudes. However, it was acknowledged by various train operating companies (albeit grudgingly in many cases) that there were people 'out there' who cared passionately about what was left of our railways and who devoted themselves quietly to the cause by picking

up rubbish, planting flowers, doing the odd bit of painting, etc at their stations. Operators themselves also acknowledged that they did not have the resources they needed to maintain their fixed, often remote, assets in the way they would like.



▲ *The poor state of the Bures Hut in the 1980s - David Taylor*

Thus, rolling forward to today, many train operating companies including Greater Anglia now have a more formalised system of using station adopters, particularly for the more remote branch stations. Further backing has been provided by various rail partnerships set up around the country which are funded by rail operators and local authorities specifically to enhance patronage of branch lines. Thus The Gainsborough Line has adopters for all of its stations at Marks Tey, Chappel and Wakes Colne, Bures and Sudbury, and is helped financially, spiritually and actually by the Essex and South Suffolk Community Rail Partnership (<http://www.esscrp.org.uk/>). Hence our branch line stations are now cared for (as indeed are most stations around the country), and adopters are encouraged to make them as attractive as possible. In the case of Bures

we received the runner up award this year in the best small station category on the Greater Anglia network.

Station adopting can be disheartening, when for example we still experience low levels of vandalism to our work. But others do appreciate what is being done and are very complimentary; this all helps!

If you use the rail network today you will find it much improved from what it was, and if you see a well tended station spare a thought for the adopter of it. Maybe the devil wouldn't bother with Bures but the adopters do!



▲ *A more recent photo and much improved Bures Station - David Taylor*

## Tollesbury to Sheringham -

*By John D Mann*

Dropping in on the North Norfolk Railway during 2016, I was pleasantly surprised to see the popular vintage coaching set on one of its occasional outings.

This fascinating mixture of vehicles includes the former Wisbech and Upwell bogie tramcar No. 7 (later 60461), transferred to the Kelvedon & Tollesbury Light Railway in 1928, which remained in service until 1951.



▲ *Kelvedon & Tollesbury tram car at Sheringham, June 2016 - J D Mann.*

I came to the conclusion this is the nearest one gets nowadays to experiencing a journey on this former Essex antiquity! Passengers are allowed to stand on the balconies of this wonderful old coach, its riding qualities surprisingly smooth. The experience was enhanced by locomotive Y14 No.564, resplendent in GE blue livery.

On this beautifully restored 'time capsule' it could easily have been June 1950, trundling through the strawberry fields calling at remote basic 'halts' - where no one gets on and no one gets off.



Further reading:  
The Kelvedon & Tollesbury Railway: A Pictorial History by Mark House

◀ *Kelvedon Low Level in 1950. Class J67/1 No. 68616 waits with a train for Tollesbury. - P N Williams, J D Mann collection.*

# Miniature Railway 2 Update -

Some six months have flown by since the last update, here is an update to the relocation of the Miniature Railway

*By Tim Rice*

Although It may not look to be the case, a lot of planning has gone in over this period, decision making has taken place and the first set of plans have been drawn up. Mostly down to the kind help of Martin Sansum, a member of the Braintree & Halstead Model Railway Club, who has been busy drawing up in CAD all the sketches and scribbles we produce.

Phase One will see the railway run east to west across the middle of the Orchard field, behind the Thompson Building, parallel to the tree line. The first station to be built will become Station Two in the grand plan, but will for now form the first station. From here we will run a simple "shuttle" service as we currently do on MR1. The layout of the station has been finalised subject to the final plans being drawn up in CAD. This will see a simple island platform serving the mainline and a "loop" line. This will become a passing point for services and intermediate station once the line is complete, and will have water, lighting and level access for all passengers. It will be positioned on the former "caravan site"

Immediately to the west of the Station will see a level crossing to get the line over the access road and run alongside the back of the Thompson Building as well as the line running east towards Spring Gardens Lane. That's Phase One!

West-bound the line will be linked up to the new depot and will in time run beyond the depot south. This will be located in the far south west corner of the Orchard to allow plenty of room for storage and a prep area for resident and visiting engines alike. Planning for the layout of the depot is still very much work in progress. A proposed layout is shown on the right.



So, ground works have begun on Station Two and the mainline track bed. We hope that over the next month or so the heavy ground works will be complete and things like drains, ducts, services etc will be in place. Then we can move on to forming the station and getting some track down. If you are reading this reminiscing on the days of "Civils" and have a hidden talent for this work, any advice and guidance would be gratefully received. Team Thursday are working at a rate of knots to get the land cleared and levels dug out; let's hope the good weather continues!

Team Wednesday have kindly taken on the task of making up track panels. We have opted for "plastic timbers" for the sleepers as these will far outlast any wooden counterpart. Materials are now on site. Good luck chaps!



◀ Digging out the trackbed for the new miniature Railway through the trees in the orchard, on 3rd August 2017 - Colin Burwood

Casting an eye over various notice boards around site you may have noticed a "MR2 EARM work list". This has been compiled to try and show a list of all the tasks that are required and they are roughly in order of priority. If having a read-through you fancy helping out on any of the tasks please do put your name down against a job and/or get in touch. There is a wide variety of jobs on the list and your help would be really appreciated. The list is ever-changing and being updated so check back once in a while to see how things are developing.

Whilst all these exciting things are going on, we are still running a full service on the current miniature railway. With visitor numbers on the rise there is the demand to have the railway running more frequently both at the weekend, and during the week in the school holidays. Driving the minirail is not taxing and quite pleasant in the good weather, so if you would like to be the driver of our trains, please speak with any member of the Team who would be delighted to show you the ropes. Training is

straight forward as is the operation of the line!

Anyone who feels that they would like to be involved or register their interest in the project or the running of the current MR please do contact myself via email [tim\\_rice@btinternet.com](mailto:tim_rice@btinternet.com) or phone 07446 251378 or simply by having a chat with the MR team on the site.



► Team Thursday Member Bob Proctor begin digging at the site of the new Mini Rail Station - Colin Burwood

# Steam to Southend 1949 to 1953 -

Part one of the tale of steam trains on the Southend Branch during this period.

*By John Richards*

In 1949, during my first year at Stratford Locomotive Works, the family moved from Harrow-on-the-Hill (the railway there had been electrified in 1905!) to Prittlewell near Southend. From that time onwards I travelled to work by steam train, catching the 6.20 am from Prittlewell each weekday morning.

Every evening whilst waiting on the mainline platform at Stratford for my train home, the 5.40 pm, semi-fast to Southend Victoria, I would watch the local LNER steam trains leaving for Ilford, Romford and Shenfield from the Suburban platforms, hauled by N7, L1 and V3 tank engines (there were about 6 of these last-named locos at Stratford). This spectacle did not last long as the new 1500 v. DC Electrics took over on the 26th of September on this route.

After a while, I got to know some of the drivers and firemen and sometimes travelled the whole journey on the footplate there and back. During this period a range of LNER locos were used on the Southend passenger trains including B1, B2, B12, B17, K2, K3, L1 & N7 classes. During one period ex- GCR A5 4-6-2 Pacific tanks, imported from Saltburn (51K) depot were used due to major failures of the new Britannias and some of the more modern N7s.

I was very interested in the performance of each class and would record the timings on the fastest stretches of the journey e.g. Harold Wood to Chadwell Heath and Hockley to Rochford.

Our house in Southend backed onto the railway opposite 30D MPD, so I could keep right up to date with Loco movements at any time.

▼ *View of 30D from my back garden*



I got to know some of the shed staff and at quiet times would walk across the tracks to lend a hand. On Sunday evenings, after church, I would help them shunt the locos into the correct order ready for the Monday morning rush hour.

At this time plans were in hand to electrify this former Great Eastern Suburban Line and resources for Steam Locomotive Maintenance reduced. In consequence mileage between overhauls increased and their condition deteriorated, resulting in heavier coal consumption and rougher riding.

At its best, riding on the footplate can be described as a Volcanic Earthquake. The B12 was the most comfortable locomotive with its large cab, long wooden bench seats and smooth ride. B1s had a harsh ride and on one journey, on No.1263, when climbing Billericay

Bank a bucket half full of water was seen to lift off the footplate every revolution. When it finally went to Stratford works for overhaul the play in the big ends was found to be half an inch. The 'Sandringhams' were not any better; with their 3 cylinders they would vibrate at a higher frequency and roll on curves, due to their larger diameter wheels. Going through Gidea Park's double curves at 65 mph, the running plate would often bang against the platform edge there. However, the rebuilt B2 was the worst and when first alighting from one of these I collapsed onto the platform and my legs were like jelly. Future trips on this class were made on the tender!

The B12's were quite fast running downhill through Wickford Station and I recorded No.1576 at 80mph written on a piece of paper whist standing on the footplate, this was validated by fireman Les Noad, I couldn't have done this on any other class of loco.

Driving a steam Locomotive economically,

▼ *The B17 or Sandringham Class seen here on an up train passing Southend Airport in 1956 just prior to the start of electric working of the line. - David Collins courtesy of Charles Phillips.*

Visit [http://www.stockvillagehistorian.org.uk/shenfield\\_to\\_southend\\_line\\_in\\_1950s.html](http://www.stockvillagehistorian.org.uk/shenfield_to_southend_line_in_1950s.html) to see more photos.



smoothly, quietly and keeping to time was a highly technical skill. In France, you had to complete an Engineering Apprenticeship before being allowed to drive a locomotive. In this country it was mainly practical experience which enabled one to rise through the ranks: Cleaner, Fireman, Driver.

For some this was a prolonged period of 20 or 30 years. On the Southend route there were many styles of driving. Thrashers, Non Stoppers, Last Minute Brakers, Notcher-Uppers, Beat-That-ers, etc, etc. Cases have been reported of a fireman dying of exhaustion due to the driver over- working his engine. However, the majority were decent enthusiastic railway employees. The many times I was allowed to fire and drive these machines which gave me the knowledge of how hard these men worked

*Part 2 of this article will be printed in Stour Valley Steam 164 Spring 2018.*

# Episodes of a Heritage Railway Collector -

*By Derek Fox (with additional recollections from Colin Hill and Chris Hunt)*

Why did I Join the SVRPS? I either saw a notice in a local paper, or someone told me that there was to be a railway preservation meeting in December 1970 in St John's School Billericay. Being an inquisitive railwayman I thought I would go along and hear what it was all about but I did not join the society until later. Several people attended the meeting at which it was stated that the station yard at Chappel had been leased to the SVRPS. The society had earlier debated whether to attempt to lease Sudbury station but the society but the committee at that time decided to develop the Chappel site as it offered more scope and had a Goods Shed where items could be repaired under cover. It was also expected that the line from Marks Tey to Sudbury would close under the Beeching Plan. Indeed, closure was scheduled for 1971, but never materialised.

I first visited Chappel station on the Saturday before Christmas 1970 to view the area. There were rails still into the Goods shed and cattle dock but little else. The goods shed



had no doors and was open to the elements, and part of its interior was enclosed for use by a potato merchant who also occupied the goods shed office. Walking around the site I came across 2 lads (later revealed as Chris Hunt and Colin Hill) looking at a load of scrap iron; this turned to be the Chappel Signal Box lever frame which had been removed by BR and dumped in the yard in a heap of broken castings.

On inspection we found all the levers, however No 11 lever was beyond repair. We found only 13 Quadrants and we were very disappointed to discover all the standards and bottom blocks had been smashed during removal. At first it seemed a hopeless task to reassemble it but Chris Hunt found someone to weld it all back together and with spare parts obtained during later forays to Lincolnshire we were able over several weekends to reassemble the complete frame into the Chappel Box, and it is still there today.

On the 5th October 1970 a large number of Lincolnshire stations closed to all traffic and the rails, sleepers, signalling and line side equipment were all scheduled to be scrapped. I contacted the area S&T Engineer at Boston who I had previously known when he worked at Peterborough North. I agreed with him

◀ *The original Chappel Frame in Chappel Main Signal Box in the mid 1970s - Beechwood Photography on Flickr.*

that our members could remove the lever frame from New Bolingbroke signal box, and some of the equipment from Firsby signal box which was of the same 1880 Saxby and Farmer pattern as the Chappel frame. There was also various signalling equipment at Willoughby, Louth, Alford together with a wide range of other redundant equipment lying at various other stations we would require if we were to operate any sort of railway.

As Colin Hill's parents lived at Louth this made a convenient place for us to stay at weekends. Much of our work was done during winter and Colin's mum, Madge, kept us going with big pots of stew which we warmed on the coal stoves in the signal boxes at the stations we visited.

Chris Hunt, myself, Colin Hill and Richard Booth spent several weekends travelling from Essex to Lincolnshire, a round trip of some 300 miles, collecting various signalling equipment. The garden of Colin's parents in Louth was used as a temporary equipment store for many months until it could all be transported to Essex.

I remember Colin and Richard climbing up a signal mast in darkness to remove a somersault signal arm which was slid down the stay wire making sparks as it went. We removed the Locking from Louth South box and locking and cranks from Legbourne Road, also in darkness. From Alford level crossing we recovered the gate locking equipment in use at Chappel today, together with extra parts from Long Melford. From Alford yard we also obtained a 5-lever ground frame that was used at Chap-

▶ *The former Fotherby box now in place as Chappel East at the end of platforms 5&6.*

pel South for many years. Chris Hunt transported it to Chappel in a hired Transit van and arriving late had to unload it single-handed in darkness. The Annetts lock that controlled access to Chappel South sidings using the staff made by Colin was recovered by Richard and Colin from the Monks Dyke Road crossing in Louth where it used to control access to the Louth to Lincoln line.

Since we were often working in mid-winter we made best use of our time and frequently worked into darkness. Although all our recoveries of equipment were fully sanctioned by my BR friend at Boston, we were keen to avoid raising suspicions so we often worked surreptitiously. At Legbourne Road we removed locking and cranks after dark to the light of a dimmed torch and so as not to disturb the occupants of the old station house just across the road we removed the more stubborn items using a hammer, waiting for the noise of cars on the level crossing to mask our hammer blows.

In January 1972 we succeeded in purchasing the small signal box from Fotherby Halt, just north of Louth, and Chris, Richard and Colin went up for a week to dismantle it and transport it in pieces to Chappel using Richard's



ex-Post Office van. During removal of the roof slates Chris sliced the end of his thumb off on a sharp edge and needed hospital attention which put him out of active service for a while, but this did not stop him from observing operations from a safe distance with his arm in a sling. For many years the Fotherby box stood at Chappel North over the 12-lever Stevens lever frame obtained from Beckton Gas Works until the new larger box arrived whence the Fotherby box and lever frame were moved to Chappel South. It is now in its third Chappel location at the end of the Heritage Centre platform.

Colin, Chris and I also walked the line between several stations between Cambridge and Sandy one Sunday looking for discarded signalling equipment. The line had closed on the 1st of January 1968 and we obtained permission to remove some essential items. We were welcomed by an Alsatian dog at Gamlingay station yard barking at us; luckily for us it was chained to a wire which ran the length of the goods yard. David Petterson who held a HGV Licence hired a lorry and collected quite a load of equipment from various stations on Sundays and Tony Lovelock provided a lorry which we loaded heavily with all the items including signal box contents (even the stove) and ground signals collected at Old Bolingbroke. We also visited Stickney station where the platform was illuminated by signal lamps

on posts on the platform. They ended up on Chris's roof rack of his 1100 and taken to Bolingbroke for onward transport to Chappel Unloading at Chappel was once again done in darkness.

A number of disc signals, signal arms and signal posts cranks rodding etc, were collected mostly in Richard's ex Post Office van. As well as in Lincolnshire several signals, signal posts, rodding, stools wire and other items were collected from Ipswich, Felsted, Beckton Gas Works, Hatfield and many other sites. On one occasion we had possession of the slow line at Hatfield No 2 on a Sunday to move equipment with a trolley to the station yard for removal. One Sunday a gang of us removed a large number of rails from Kings Cross Goods shed. The wagon turn table and a lot of complex pointwork were recovered from the sidings of Alton Brewery in Hampshire, under the supervision of Dr Fred Youell.

If it had not been for the effort of members in the early days we would not have such equipment etc today in the Museum. In several cases it was not always straight forward; some of the lads were arrested while recovering equipment from the Port Of London Railway near Silvertown and taken to a police station for several hours until the legality of our work could be ascertained. At Firsby a police car turned up to enquire who we were and con-

tacted the S&T at Boston before they were satisfied.

Many Society members gave their time at evenings and weekends to collect various items of redundant equipment for the railway from many stations in various areas and many of these items are still in use on site to this day. Many other redundant items at closed stations could have been collected if we had more manpower in those days and time to get there before the scrap man. We also had to go to work during the week and collect mostly at weekends.

Dr Youell who was a University lecturer at Leeds had several contacts on BR and was also a member of the Permanent Way Institute. He was therefore well respected by the BR Engineers Department and was a great help to us in relaying Chappel's permanent way. He travelled from his home in Leeds at weekends to Chappel to supervise laying permanent way and often walked down the line from Marks Tey to Chappel on Sundays when there were no trains running. He supervised a "track slew" when we had vehicles in and out of the yard, before the ground frame connection was installed, and supervised the relaying of nearly all the sidings in Chappel Yard. He also purchased the N7 Locomotive from BR and left it to us in his will.

I led a Rules and Regulations class at Billericay School for several months. The schoolmaster provided us with refreshments during the interval. I think it worth recording these episodes as these facts will not be known in years to come, and new members will not have any idea what went on in the early days and how the equipment was obtained.

Please visit <https://www.flickr.com/photos/beechnwoodphotography/> for more Mid 1970s photos from Beechwood Photography



◀ A mid-70s view of the Goods Shed before the Restoration Shed was built. - Beechwood Photography on Flickr. This and previous photo reproduced under Non Commercial Share Alike 2.0 Generic licence.

**Can you believe it's ten years ago?**

▶ GBRf 66703 with a train of Autoballasters work near to bridge 900 at Little Cornard on the Sudbury line as part of the track relaying project on 10th August 2007 - Marcus Teyus.



# Stour Valley Steam Through the Years

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

## 40 Years Ago - Stour Valley Steam Summer 1977

We start with the 1970s equivalent of Words from the Works

### CHAPPEL CHATTER

Work has continued on a regular basis on the N7 which, by the end of the year, should have been re-tubed. We were sorry that our efforts to get it in steam this year proved unsuccessful, due to unforeseen circumstances, but we are making every attempt to have the engine available for use next Spring and its return to steam will be accompanied by a suitable publicity campaign.

"Jupiter" has had its cab and tank removed, together with several tubes, and work is proceeding on the firebox.

80151 is in the throes of a re-paint to make it more attractive to visitors. In view of the departure of "Greene King" we are hoping to run a major fund raising event in the near future so that we can make more rapid progress with the restoration of this loco which at least is our own engine and will be staying at Chappel when repaired.

The boiler inspector has been busy at Chappel recently and examined three locomotives without too much adverse comment. We hope to be able to roster from all three next season. The contractors from whom we are purchasing the new shed have retained it for rather longer than expected, although this is giving us longer to prepare the site on which it is to be erected (subject to permission). There is every chance that working parties will be called for in the near future to dismantle it from its present site and move it to Chappel.

The other ex-Kings Cross suburban coach is in the workshop being repaired and repainted, and the location for the static buffet cars is being laid with suitable rail.

The usual amount of totally unskilled work still exists to be done at Chappel and volunteers to assist in many of these mundane but essential tasks will be welcome throughout the close season. interesting timetable alterations.

## 30 Years Ago - Stour Valley Steam Summer 1987

Charitable Status & Light Railway Orders are the theme in this issue as the transition to EARM from the Stour Valley Railway Preservation Society continues.

### CHARITABLE STATUS

The purchase of the site at Chappel, apart from raising the problem paying for it, also resolved an outstanding query. i.e. where are we going as a Society?

The way ahead is now without doubt to run a live steam railway museum. Steam trains on the branch line as an objective has not been abandoned, but for the nearer future must be postponed.

The resolution of 'the way ahead' query was a big stumbling block in the path towards charitable status. Its removal, plus the incentive to explore all avenues that could provide extra funds, and with information researched by Tom Kearney and Fred Youell has enabled the Society Trustees to make positive progress.

An application will be made for the EARM to become a registered charity and a company limited by guarantee. Branch Line Preservation Company ltd will become Stour Valley Railway (1987) Ltd.

The constitution of the EARM Ltd will progress from that of the Stour Valley Railway Preservation Society which will cease to exist under that name.

The membership of the EARM Ltd will continue to own a majority holding of issued shares in the re-titled company Stour Valley Railway (1987) Ltd.

The new name for the company was chosen to perpetuate the link with the Stour Valley Railway in deference to those members who have steadfastly supported its aims and objectives for nearly two decades.

Share certificates already issued will still be valid.

Juniors are age-barred from the charity and arrangements will be made to accommodate them in a new 'supporters club'.

SVR (1987) Ltd will conduct the trading activities on the site - Buffet, Bookshop - just as BLPCo does at the moment.

Two potential main line engines (N7 69621, 4MT 80151) exist for branch line haulage when restoration is completed. Steam on the Stour Valley has not been discarded as an objective.

The benefits of charitable status cannot be measured on a cash register, but donations and grants towards the running of the museum are more easily acquired.

The close relationship between the two governing bodies that exist at present, with members holding office on both, will be unchanged. The Trustees will continue to safeguard the interests of subscription paying members and the former Society's shareholdings in Stour Valley Railway (1987) Ltd.

### CHARITABLE STATUS - Peter Thompson

Behind-the-scenes activity at the East Anglian Railway Museum is developing into a free-for-all somewhat akin to the Eton Wall Game. Hopefully, we will differ slightly and produce a result.

Yard purchase and Charitable Status are reported on elsewhere in this issue but Branch Line Preservation Company decided that pursuit of a Light Railway Order at the same time as Yard purchase would be worthwhile.

On this basis Dr Fred Youell was asked to supervise the BLPCo application. His acknowledged expertise in this field is without question and he has had successful applications granted to other preservation societies if proof were needed.

Discussions with governing bodies have already taken place and some useful suggestions received. Not far from the Marks Tey end of Platform 1 at Chappel a reverse curve brings the BR line on to the centre line of the viaduct for even weight distribution. This also lines it up with the road in Platform 2. Plans for a catch siding on the Platform 2 exit placed a buffer stop on the same alignment with the possibility of runaway vehicles fouling the BR line.

This scheme was not approved by the DoF and number 2 platform road will now be connected into our main line just before the sand drag and the catch siding discarded.

Fred sees no problems in complying with the various Departmental requests and eventual control over our own operations that possession of a Light Railway Order will bring is eagerly awaited.

## 20 Years Ago - Stour Valley Steam Summer 1996

Peter Thompson tell us about the GEML resignalling and the future of the Marks Tey Signal Box

### MARKS TEY SIGNAL BOX

By Peter Thompson

The major project that was known as 'GE Resignalling' is drawing to its close - target date October 1997 - and many items that were familiar to generations of Great Eastern commuters have vanished in the name of 'progress'.

Not least of which were the last remaining signalboxes along the line from Colchester to Liverpool Street. Some were manual and a trifle elderly, others were a secondary modern vintage of the immediate post-war era.

I am not a "box expert" but I did have an occasion to visit Marks Tey Junction signalbox in mid 1997 and inspected both upstairs and downstairs in the Locking Room. It was most odd, but more of that later.

The East Anglian Railway Museum had made known its interest in recovering the Marks Tey box and its equipment to the authorities some years ago and it was with some eagerness that a date was made for a site inspection.

Accompanied by the Project Manager the survey party was introduced to the Signaller on duty. He was sociable but could not suppress his scepticism when the purpose of the inspection was explained.

The working floor was no different from any other manual box with too many white painted (spare) levers and various grey enamelled things electrical. Outside on the verandah it paid

to be very careful. Despite some impressive propping the decaying woodwork in evidence was worrying. For some time now the back wall of the box has been prevented from separating from the rest of the structure by purpose-built struts of 9" x 9" timber baulks.

In the Locking Room beneath the Operating Floor there was the usual collection of equipment discarded during successive improvements. Part of the history of the box was portrayed by this jumble but of greater interest was the flitch plates. Several metal plates were screwed to the woodwork two-thirds of the way along the back timbers.

Without a doubt they were in fact holding two quite separate portions of the structure together. At some stage the box had been extended by taking down the wall at the country end and adding a piece of a building of similar dimensions. It could have been recovered from another local box when it was made redundant. That particular story will be well worth investigating and revealing. As far as recovery of the Marks Tey box was concerned this dis-

► Network SouthEast Class 321 passing Marks Tey Signalbox September 1997 - Roger Pepper



covery was the last straw. There was a brick built relay room directly behind it which was allegedly to be demolished at some stage in the not too distant future, and an earthing return cable which ran within inches of the front pitch of the roof slates.

Both of these presented hazards to contend with when contemplating a lift with a road crane but to discover that the box was built of two parts held together with screws was the worst possible scenario. It meant quite simply that the box had no structural integrity and there was every possibility it would break into pieces when lifted. This was in addition to the conjecture of what would happen when the back wall supports were dismantled.

So the EARM will not be recovering Marks Tey Junction Signalbox. There will be an interesting few minutes when demolition day dawns and it looks more likely to be a question of self-destruction.

Things are not always what they seem to be and the full story of how Marks Tey Yard became Marks Tey Junction will be of interest to many readers, especially those who are not now going to assist in its preservation as a building. The signalbox was demolished over the weekend of 18/19 October 1997. All signalling from London to Chitts Hill - including the Sudbury branch - is now controlled from Liverpool Street IECC.

### 10 Years Ago - Stour Valley Steam Winter 2007

We say farewell to a long term Museum resident.

## FAREWELL TO AN OLD FRIEND by Mike Stanbury

Another link with our past colleague David Wood left Chappel on 15th July this year, when his beautifully restored Great Western Railway Scammell mechanical horse departed for pastures new, having been bought by John Giles of Bewdley, where it will be well looked after and no doubt appear at many Severn Valley Railway events in the future.

Many members will remember this vehicle not only at Chappel, but representing the Museum at various events over many years, complete with David in his British Railways carter's uniform.



► The Scammell hitches a lift to its new home in Bewdley, Jon Kendall was on hand to assist with the loading. - Mike Stanbury

### 10 Years Ago - Stour Valley Steam Summer 2007

We hear how an old sign from Marks Tey was unearthed in an allotment in Colchester.

## MARKS TEY SIGN UNEARTHED by Mike Stanbury

The Museum was recently given news of an old railway sign forming part of a dilapidated allotment hut at Irvine Road, Colchester. On investigation it turned out to be a Great Eastern Railway running in board from Marks Tey Station, with two of the three parts forming walls of the hut, and the third part found lying on a piece of carpet on the allotment keeping the weeds down!

Enquiries through Colchester Borough Council (hampered of course by Data Protection!) eventually generated an e-mail response from a Julie Challinor, who kindly donated the sign to the Museum, to where it was removed on 31 st May for restoration and conservation, and eventual display in the Chappel Goods Shed.



It is thought that the sign would have dated from the late 1890s, and would have been located on the main line platforms at Marks Tey. If any reader has any information regarding the sign, or any knowledge of an illustration of the station with the sign in view, Museum Curator Mike Stanbury would be pleased to hear from you.



The illustrations show (above) the hut, with the parts of the sign to the left and lower right of the doorway as you look at it and (left) the three parts of the sign in Chappel Goods Shed awaiting preliminary cleaning - Mike Stanbury

# Braintree and Halstead Model Railway Club News -

*By Gordon Humphris*

The Model Railway Club has had a busy time since the last issue of SVS; several Open Days and the Annual Exhibition have kept the membership busy. Progress on all the layouts, both in the Exhibition Room and the Main Club Layout Room, are going well. There has been a good footfall from the public on our Open Days and the interest together with the plethora of questions on all subjects, and from many age groups, has encouraged the members to engage with them.

There has even been a fair bit of interest from visitors looking to become members. The Annual Exhibition, held in Braintree on the 24th of June, was well attended and numbers of around four hundred visitors is a very good return on a small show with a dozen layouts



of all scales on display. Like events at the Museum, a lot of work and preparation goes into the show, involving the whole Club, and suddenly, it all seems to be over before you can draw breath!. The 0 Gauge tin plate layout is always popular with the children, they seem to relish the clockwork toys of yesteryear racing around the track, and we will hope to see if we can feature it on EARM Open Days.

The Club's 0 Gauge layout "Gosfield Junction" has been invited to the Dapol Collectors Club Day; well, 4.2 metres of it anyway, so visitors to the Club will note that it is now split in three parts until October, when hopefully, it will all be rejoined! The N gauge layout has started to take shape and again, visitors will be able to watch the progress, the frames are up and baseboards are being prepared. Trams are now running between the Gasworks, over the hill and down towards the station on Branstead Quay. It does also seem that we are getting some regulars who are keeping a watching brief on the progress of our layouts. It's been a good draw and we are very proud of the part we are now playing in the EARM's attractions.

Finally, some members recently paid a visit to North Yorkshire, taking in the NRM and North York Moors Railway plus a tour of York. Members have also recently visited various Model Railway Shows seeking modelling items and inspiration.

◀ One of the layouts in the BHMRC Clubhouse. - Gordon Humphris

## Principal Officers of the Museum

Honorary President	Sir Bob Russell
Honorary Vice President	Ian Reed
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▲ Shenfield and the new Platform 6 which has been constructed to accommodate the extra services to be provided by MTR Crossrail for The Elizabeth Line. Platform 6 a new bay platform on the left whilst 315861 stands in Platform 5 on 8th May 2017 - Geoff Hutton

## Last Call for Stour Valley Steam 163

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

### STOUR VALLEY STEAM 164 - SPRING 2018

*Stour Valley Steam* is now published every six months, deadline for copy for *Stour Valley Steam* 164 will be 10th January 2018 at the very latest, with an intended publication date of late February to coincide with the AGM notices.

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

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

**COMING UP NEXT** - In *Stour Valley Steam* 164 we will have *Tomb Raiding* by Ian Reed, *Stratford Transition Days* by Charles Middleton, as well as all your usual favourites including *Plumb Loco*, *Team Wednesday Update* plus your articles, so get writing now! Available from all good railway Museums in Chappel February 2018.



▲ From the Water Tower - Number 11 pulls the Freight, whilst Jubilee waits in Goods Shed North with the Vintage Train on 9th July 2017 - Peter Robinson



◀ Charlie Dore - Once a stalwart of the Chappel Loco Dept, and still an EARM member, sends greetings from the North Yorkshire Moors Railway, where he is currently based - Phil Hubert



► Recent recruit Adam Frost on the footplate of Number 11 at the Summer Steam Gala on 9th July 2017 - Callum Roll

Back Cover: Pete Martin in the crane lifts Lampport's boiler on to a rail trolley with Allan Robinson guiding on the ground on 11th June 2017 Photo by Peter Robinson.



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