

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



OVER 40 YEARS OF RAILWAY PRESERVATION





▲ Snowball Sunday, a snowy Santa Special on Sunday 10th December 2017. Whilst the snow gave it a Christmassy feel it did present some issues for visitors and volunteers - Phil Ainsley

▼ Rusty and Dusty are very happy despite not using the facilities behind them whilst on duty! on 29th October 2017 and the 'Spooky Day out with Thomas' event - Phil Hubert



STOUR VALLEY STEAM EDITORIAL

We are approaching the 50th anniversary of the creation of the Museum's predecessor body, the Stour Valley Railway Preservation Society; things have come a long way since those founding members met in the King's Head public house, Ridgewell in 1968.

However, it is no secret that major and on-going changes in the Museum's administration and structures are in progress, and are perhaps dominating our thinking at present. You will find a statement from the Board of Trustees to this effect inside. These changes are being overseen by Mr Sam Hunt, who has been a consultant to many heritage organisations. He has led a series of meetings about on-site works and also a more general meeting, where we had the opportunity to consider where we are as an organisation, and to try and plot the best way forward. His recommendations have been summarised in a document available from the Members Forum.

A change is being proposed to the Constitution; and as part of this process we will aim to provide members with more details of what is going on at the Museum and also to inspire them to get involved with its activities. You are urged to read and consider these amendments and take the opportunity to make your views known at the AGM, when it is held.

Meanwhile, there is visible progress being made on several fronts. Our event admissions are significantly up on 2016/17, and works are underway for the new Miniature Railway. Some new arrangements were also in place at the Summer Beer Festival to minimise the disruption to day to day maintenance of locos and stock that comes from the major rearrangements onsite in preparation for it.

Since our last issue of the Magazine, we have achieved the dizzy heights of being on national television after selection as the regional hub of the BBC's "Children in Need" appeal. You will find a full report inside on this event, and a suitable picture on the cover of this Magazine.

David Reeve - Editor

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Front Cover:

Pudsey Bear and David Whiteley from the BBC on the pump trolley on 17th November 2017.
Museum Facebook Site.

Proposed Change of Constitution to a CIO (Charitable Incorporated Organisation)

When the Museum as a charity was founded in 1991, a very basic constitution was formulated based on a model for companies limited by guarantee, but with additions to ensure our compliance as a charity. At the time it was considered sufficient, and enabled us to gain our charitable status. Over the years, this has been amended to try and keep up with continuing legislation and the needs of the Museum as it developed, but recent events have shown up shortcomings which we now wish to overcome and ensure in future it is fit for purpose.

As it stands, we are answerable to both the Charity Commission, and Companies House, both with attendant and changing legislation unsuited to our present constitution. In the case of Companies House there is the ever present worry of the likelihood of substantial fines if annual returns are not submitted on time, something to date we have managed to avoid, but only just!

It is proposed, therefore, following professional advice, that it will demonstrate the Museum's wish to progress if we change the status of the Museum from a Company Limited by Guarantee to that of a CIO, being a Charitable Incorporated Organisation, answerable only to the Charity Commission.

This will, of course, be up to date legislation, amongst other matters covering modern-day electronic communications, which will be beneficial to both the members and the trustees. The biggest advantage is that it will enable us to make our own rules, the only proviso being that they do not conflict with

the basic new constitution.

This will in fact mean that our present Rules and Constitution will be able to be adopted with very little change, but will incorporate those sections of the new legal constitution where necessary, and any changes will be discussed with the membership and any further changes will be voted upon at an AGM.

This change means that the Museum will cease to exist as a limited company, but on the vesting date it will commence under the same name as a new company, the CIO. There are new regulations in force which will simplify this changeover, which is planned to be made on 1st October this year, subject to your agreement as members.

To this end, a Special Resolution will be put forward at the AGM after you have all had a chance to accept the proposed constitution, which will be available on the web-site or by application to the Secretary if you are not on e-mails. If accepted, the matter will be put into the hands of our solicitors to ensure that we have crossed the t's and dotted the i's.

As previously stated, the trustees have had expert advice on this, and ask for your support in enabling the Museum to progress.

On behalf of the Board of Trustees

Mike Stanbury,
Museum Secretary. 12.2.18

Museum Events Roundup -

Welcome to my third events article for Stour Valley Steam

By James Cornell

2017 was a very successful year for us in terms of events; our total event admissions (excluding Beer Festivals and DOWT) were up by 32% compared to 2016. This is all down to the excellent marketing work organised by Catherine Harrison and the cooperation and support from all EARM volunteers and staff.

2017 – The Sad.

Our "All Trains Great & Small" event back in October marked the final time we would experience the smell of methylated spirits used by the East Anglia Gauge One Model Railway Society in the Goods Shed. Their impressive layout that fills the space inside has been a huge attraction for our visitors for over 10 years, running a wide selection of locomotives and rolling stock. I remember when I was 8 where I was given the lucky opportunity to have a go at operating a Freightliner Class 66 and I could see why the Group loves what they do. I would like to thank the Gauge One Model Railway Society East Anglia Group for all their years of loyalty to this event.

2017 – The Good.

The highlight of 2017 for the museum was "BBC Children In Need" back in November where we hosted The Pump Trolley Challenge with "Look East" and "Inside Out" presenter David Whiteley and Radio Essex presenter Ben Fryer. This event really raised the profile of the Museum and we even had our moments of fame when we were on TV. For the full detail of this event please read the article by Catherine Harrison on page 20.

2018 – The Year Ahead.

Our 2018 events are all lined up with a selection of new events such as "Kids Run The Railway" and "Fish 'N' Chip Friday". Entries for our Annual Transport Extravaganza at the end of May are already flowing in, maintaining its status as our busiest non-Thomas running event. With your support and the support from our visitors we can continue to make the Museum a fun and enjoyable place for all.

And finally, some of you may remember the days when every year we would hold a Member's BBQ in the Orchard. After a long time since the last one, I have decided that it would be a good idea to start doing them again; especially now we have some new members on site. You are invited to our annual BBQ on Sunday 29th July 16:00 - 21:00. This is a fantastic opportunity to relax and socialise with fellow EARM members / staff and have a good time. You are welcome to bring along immediate family free or charge. Please bring your own BBQ and food as EARM will not be providing any. The Viaduct pub will be open selling cold beers, ciders, wine and soft drinks where profits will go to the museum. To top it all off we will have the pump trolley out for people to have a go.

If you wish to attend please let me know ASAP before Sunday 29th July at the info below, also stating how many family members attending if applicable.

Jcornell488@gmail.com

Team Wednesday Update -

In common with other Museum working groups, Team Wednesday (aka 'Team Wrinklies') has been as busy as ever.

By Tony Foster

A large proportion of TW's labours have been used to create a new Mess Room out of the old Thomas Shop, and a custom-built workshop using the old A2 structure as a starting point. The two buildings had to be carefully craned (It was not certain whether their structures were robust enough for the move!) from their original positions close to the Heritage Centre to a prepared site between the Thompson Centre and the Storage/Archive Centre.

Small working groups started converting the old Thomas Building into a mess room which is larger than the room that we had previously used in the Thompson Centre. There is seating for 20 plus people and adequate catering/washing facilities. Showing its recycling credentials, the unwanted cabinets and cupboards from the kitchens of several TW members were 'upcycled' to good effect in the new mess room.

Other groups started in on the A2 Building, which needed a lot of work; the walls needed repair and made waterproof, they added insulation and interior panelling. Work benches were then installed. Ray our electrician worked his magic, wiring the room for lighting and multiple power points for electric power tools.

At the far end of the Workshop a timber store was built from scratch by the team. When the roofing stage was reached, it was noted that Gordon Humphris was very agile, as he

► *The Former A2 building on the move on 22nd August 2017 - Dave Rose*

almost single handedly clad the roof in 'Coraline' sheets.

It was decided that although the two buildings had been well refurbished internally, they looked drab and uninspiring externally. The new Miniature Railway will run past both buildings and the decision was taken to clad most faces of the buildings in timber feather boarding, which will make them more attractive aesthetically. It is hoped that this feature will appear on other structures around the Museum as and when they are built, helping to creating a common theme. The cladding of the workshop in particular was not without its problems, standing/working on an embankment of wet Essex clay. Moving large lengths of wet feather board, attempting to climb ladders clutching the boards plus hammers/nails, Health and Safety? Phil Leggett lightened the mood from time to time by telling us 'war stories' about his career with British Rail/Network Rail.

Some TW members have been involved on other projects. Earlier this year one group built a goodly number of track panels and



also some sets of points for the new Miniature Railway Project, using recycled plastic square section extrusions. Also, this time using rectangular section, recycled plastic, a number of picnic tables/benches were built. No more worries about rotting timber!

Although the refurbishment of the 'Drakelow' structure has been put to one side for now, Lawrence Beeching and others have commenced work after some detailed planning on refurbishing a flatbed trolley and a pump trolley that are currently in front of the Thompson Building. Timber has been ordered, and some welding is required to repair one or more of the wheels on one vehicle. Lawrence also designed and has overseen the construction of a set of stairs that will link the Mess Room/Workshop gangway with the forecourt in front of the Storage Building; there is a difference in height of about 10ft between the two structures.

Spring, hopefully is not too far away, and there are a number of projects in the pipeline that TW are likely to become involved with in the coming months. They are:

Building a new crossing gate, adjacent to the Railway Clearing House.

Helping to design and build the new Miniature Railway. This includes the track, a new station and signal box.

The proposal to clad the exterior (timber weatherboarding) of the new running shed, to re-glaze the salvaged window frames and fabricating the shed doors.

The possible construction, on the concrete hardstanding in front of the Storage Shed, of some garages to securely store vehicles.

Well, I think that a reasonable resume of TW's efforts thus far. Now, where did I leave my Zimmer frame?

► *Various members of Team Wednesday take a break in their new mess room on 31st January 2018 - Phil Ainsley*



▲ *In its new location, and much improved look the former A2 building - Tony Foster*

Team Thursday -

Fresh from messing about in the mud, Team Thursday give us an update of their recent projects.

By Colin Burwood

There is an urban myth that the Eskimos have over 200 words for snow (it's not true apparently, -they only have 50 or so). If they volunteered at EARM they would probably have as many words for mud. The thin slimy, slippery mud that sits on top of the ground making you very wary of your footing; the thick cloying mud that sticks to your boots making you feel like a deep sea diver; the mud you dig out of a trench and have to scrape off your shovel with a stick; the mud you start sinking into if you stand around doing nothing for too long (Bob knows a lot about that sort). The list is endless. Doing groundwork at Chappel in the winter is a thankless task.

Then, once you've dug through the mud and clay, you come to the flint beds. A very distinct layer in the ground made up almost

entirely of flints. Large lumps of stone that make the shovel vibrate in your hands when you hit them. Stones that only properly break up when you catch them for the fifth or sixth time with the shovel. How did all these flint get here? It all began in the sea shell and chalk rich seas millions of years ago (even before Rod's time).

In these chalk seas, organisms such as sea sponges used silica from sea water to manufacture biogenic opal in order to form their skeletons. When the sponges died their organic parts decayed and the biogenic opal was scattered on the sea bed, making the accumulating sediment very rich in opal.

The chalk sea beds were deeply burrowed by things like shells and worms etc. Some of these burrows were quite deep or branching,

▼ *Colin shows Bob and Tim how to do a dry capsizing in a dumper truck. Tim walks away disgusted with Colin's poor sailing technique - Bob Proctor.*



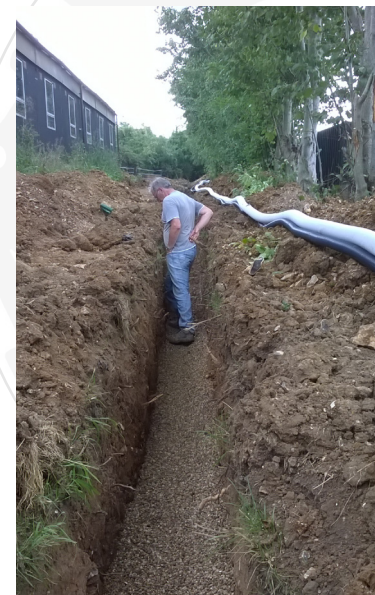
► *Rod from Team Thursday works on the lights under the canopy on the Platform 5/6 display - Colin Burwood*



or had large, open living spaces. After the shells and worms died, the burrows filled with opal rich sediment, out of which the opal gradually precipitated, forming crystalline opal. Over a very long time, the crystalline opal was transformed into quartz or flint. This is why many flints have a nodular shape, reflecting the remnants of the burrow systems they were created in.

Why these ruminations on mud and flints, then? Our main task over the last few months has been putting in drainage for the Mini Rail 2 (MR2) track, during which we have encountered a great deal of mud and flint. As well as some heavy rain. In August, I had been on a beginners sailing course (it would be more accurate to describe it as a capsizing course, as there was very little sailing). The heavy rain had filled the trenches we had dug and with my newly developed skill, I managed to capsize the dumper truck in a water filled trench. Fortunately Bob was on hand to capture it on camera.

At the same time that we've been working on MR2, Rod has been doing sterling work on electrics around the site. As well as numerous maintenance jobs about the site being done that largely go unnoticed, there are now some very nice working lights under the canopy on Platform 6 and working lights in many part of the Restoration Shed are now working again.



All three of us have also helped Team Wednesday with the recommissioning of the volunteer workshop and mess room, helping out with moving some of the sleeper bases, positioning the floor panels and providing power and water to the buildings.

Before the next issue of SVS, we hope the mud will have disappeared (to be replaced by hard, dry difficult to dig clay soil – is there a good time to do ground work at EARM) and that much progress will have been made on MR2 and improving the electrics on site.

◀ *Bob doing the well know Morris dance "Shingle in the Drainage Trench" - Colin Burwood*

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

GRESLEY COACH

Mike Stanbury would still 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 on 4th May 1995; interior views in particular are being sought. Images can be sent to Mike's email address: 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).

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.

Members are encouraged to register with the site; details can be found there. Efforts are in progress to improve its somewhat basic presentation.

CHAPPEL NEWSLETTER

We are pleased to see that, since the last issue of Stour Valley Steam was published, Phil Ainsley has come forward to take on the task of Newsletter Editor.

The 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. If you are interested in getting the newsletter, and are not already on the list, please contact Phil on : news@earm.co.uk

ARCHIVE FILING

The Museum is still looking for documents relating to its own 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.

We are also currently arranging files of the Branch Line Preservation Co, and its successor, EARM Trading, into financial years. There are some gaps, principally in the 1970s and also the 1990s, so we would be interested in hearing from anyone who could help here.

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.

CHANGE OF CONTACT DETAILS

From time to time, we become aware of errors in contact details in the magazine. This could be simple typos or because of changes to address, telephone or email details that the Editor is unaware of. Please do not hesitate to contact me in the usual ways to correct them as it will make for more efficient communication.

Obviously, changes to contact details should always be notified to the Membership Secretary for the same reason.

NEW CURATOR

Adam Culling started with us as a Curator on 30th January on an initial 6 month contract, working in conjunction with Jaki Collison and Mike Stanbury.



Mike Stanbury writes:

"Adam is 36, and has had considerable experience as a curator at Royston & District Museum and Art Gallery. He has also had spells at the Royal Army Physical Training Corps Museum, and the Royal Logistics Corps Museum, which has given him wide experience of all aspects of museum work, which will be of great use to us.

He has many other attributes, including marathon running and triathlon, besides being musical, playing the guitar and bass. Living as he does at Sible Hedingham with his wife and children, I would not be surprised to see him cycling to work. I have no doubt you'll soon get to know him and welcome him into our Museum community".

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 are 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 titles, our grand total is currently 537 entries. It is currently a reference library rather than lending library, but viewing may be possible by prior arrangement.

To "even-up" the collection to reflect current practice, 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 me via schools@earm.co.uk.

MUSEUM INTERPRETATION

Over the past few years I have been the Head of Department for Interpretation at the Museum. Although I try to talk to as many people as I can, there will always be those that I miss.

If anyone has any ideas to aid interpretation at the site, especially for families, do please email me at: jaki.collison@earm.co.uk, or write to me c/o the Museum. No idea will be deemed too far-out for consideration.

RECOGNITION FOR LOCAL POST WORKER

Dedicated postie Trudi Cresswell will be the first recipient of a new award presented by Wakes Colne Parish Council for showing dedication to her job and community.

She has been delivering post and parcels in the village for 38 years. Former Bookshop manager Chris Johnson remembers her bringing books up from the Post Office on a regular basis in the 1990s.

GREAT EASTERN RAILWAY SOCIETY PHOTO COLLECTION

The Great Eastern Railway Society is making available some 2500 images for personal use. They cost 25p each (minimum charge £1).

Photos cover not only GER territory but also most of the old LNER system. Full details of how to purchase the photographs can be found on the GERS web-site: www.gersociety.org.uk. Click on "Sales" on the left, then select "Photographs."

APPROACH ROAD IMPROVEMENTS

It is not often Chappel & Wakes Colne Station can be said to be in the forefront of technological progress, but the Station Approach now has 54 solar –powered cat's eyes installed along the walkway. The effect is to make what was previously a dark unlit walkway much more pleasant, especially in wintertime.

The project was jointly funded by the Association of Community Rail Partnerships, the Essex & South Suffolk Rail Partnership and Wakes Colne Parish Council.

REQUEST FROM FORMER EARM BRANCH

The Enfield Transport Circle, formerly the EARM North London Branch, are creating a 50- year timeline of its activities since its foundation, as the latter organisation, in 1971.

The Museum's archives also only contains brief details of the day to day running of the Branch, so any ephemera, such as meetings programmes, AGM minutes etc. would be appreciated.

Kenneth Crane, (Hon Executive Secretary) would like any information about when the Branch stopped meeting at the "William IV" public house and started meeting at the "Falcon" public house. In 1986 the Branch moved to their current premises at the Drill Hall, Enfield. More details of Enfield Transport Circle contacts and activities can be found on their web-site at: www.tetc.btck.co.uk.

ROGER ELKIN (FORMER NORTH LONDON BRANCH CHAIRMAN)

As we went to press, we learnt of the sad death of Roger Elkin, Chairman of The Enfield Transport Circle (former North London Branch of EARM). Full report and obituary in the next issue of Stour Valley Steam.

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:

John Aldous, Albert Anness, A Baker, Evan Campbell, Sebastian Chew, The Critchley Family, Hannah Dart, David Davies, Graham Dover, Andrew Gladas, Susan Hobson, Pamela Hoh, Michelle Hughes, Keir Hughes, James Jeagar, Jon Lewandowski, The Pearson Family, Arthur Reilley, Mui-lan Reilly, James Roe, Ian Stuart, Angela Stuart, Simon Veasey, and David Wells.

Amongst the list of new recruits, are a number of members of the Braintree & Halstead Model Railway Club who have subsequently become full members of the Museum. Also included are a number of local residents, who we are pleased to welcome as well. They will hopefully understand the importance of retaining the Museum's heritage for years to come.

We welcome back the following as returned members: Frank & Margaret King, David Livingstone and Alain Turner.

Best wishes to all those members who are recovering from surgery or are otherwise unwell. This includes all those who have suffered or are suffering from the current spate of seasonal colds and flu.'

We regret to announce the deaths of Peter Clampin and Ron Pettit. An obituary for the former appears elsewhere in the Magazine.

We would also like to wish long time member Derek Fox a Happy Birthday, Derek informs us he celebrated his 90th birthday in February.

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.



Miniature Railway Update -

Since the last Miniature Rail Update in SVS 163 was published, we have really grabbed the MiniRail 2 Project by the scruff of its neck!

By Tim Rice

At the time of writing, the previously-excavated drainage trenches are now being back-filled with the required drainage and service ducting. They show, in a roundabout way, where the track bed will run, giving an idea of how things may look which the project is completed

By the time they have finished the job, Team Thursday will have installed over 100 metres of drainage and 100 metres of ducting; not to mention somewhere in the region of 50 tonnes of backfill materials,. Some considerable work has therefore gone into the preparation of the land to ensure the usability of the railway, year on year in all seasons.



Having completed the stretch of drainage running behind the Thompson Building, this section now sits ready to receive track. Track panels have already been assembled by Team Wednesday and are ready to lay out. Track-laying is a relatively easy task and progresses quickly with a team of 2-3 people. Lay the track panels on the membrane, fishplate together, cover the panels over with ballast and "lift" the track to the correct height and gradient whilst aligning. Finish by tamping the ballast into the voids under the sleepers and add any extra ballast where required. In essence, that is it. Attention to detail at this stage can go a long way to creating a smooth safe track on which to run, and if done right it will require little maintenance and cater for the demand. We would be delighted to hear from anyone interested in helping with this task, no experience required, all instructions tooling and support are provided.

Back to the station, and before track-laying can commence in this area the Platform and Vehicle Crossing have to be constructed; both to be formed simply from concrete. Again, if anyone is interested in this task you will be made very welcome!

This project is a big one and will continue for some considerable time, as it grows to circumnavigate the Orchard fields. In order to give it the attention it needs, I would like to offer the position of Mini Rail Head of Department to anyone who is willing to take it on.*

◀ *The Trench behind the Thompson Building nearly filled in, this will form the track bed - Colin Burwood*

I would be happy to discuss and provide details of what this role asks and show the ropes to anyone who may be interested in it. Running a railway even in miniature is challenging, but very rewarding. I've enjoyed every moment of the role and look forward to many years of continuing my passion.

Anyone who feels that they would like to be involved or register their interest in the project or the running of the current Miniature Railway please do contact me via email tim_rice@btinternet.com, by phone on 07446251378 or simply by having a chat with the MR team onsite.

* LATE NEWS. Rob West has now agreed to take on the role of MiniRail HOD. We thank him for this and urge everyone to give him their full support in carrying out this task. Tim Rice's current position is now "MR2 Project Leader as well as HOD for Plant and Equipment"

Words from the Works -

By Allan Robinson

Here is a brief run-down of progress in the Engineering Department since the last issue of the Magazine.

Number 54 (Thomas) - serviceable, over the winter he has a new smoke box door fitted and is in progress of having a new brake application valve made.

Jubilee - serviceable, but is in process of having a new ash-pan fitted.

No 11 - is due the annual boiler exam and may require some remedial work.

Lampport - The broken horn guide has been repaired and fitted, as has the brake lay-shaft. This required bushing and re-machining, the boiler has been completely stripped and it is hoped that new sections of plate will be welded in to replace corroded sections.

Coal Wagon - All the rotten plate-work has now been replaced and it will soon be at the painting stage.

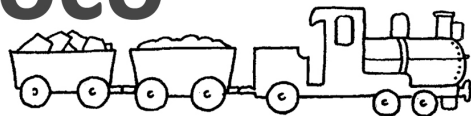
Simplex - Progress has been made, albeit slowly, but some assembly has taken place and it is hoped further progress will be made over the forthcoming months.

GER Coach 308 - Good progress has been made over the winter on repairing the bodywork and a start has been made on the spring hanger gear in anticipation of ordering the springs later in the year (all donations gratefully received as they are likely to cost around £3000 in total.)

► *Lampport's tyres being machined by CEP COR Precision services, Colville Leicestershire.*



Pete Martin's Plumb Loco



Whilst the ramifications of Brexit rumble on in the background, and the countryside disappears under a liberal carpet of bricks, it makes you wonder how the existing infrastructure can continue to support it all. In our little bubble of isolation at Chappel, where our Museum continues to thrive against all the odds with a plethora of new and most welcome influx of volunteers, we have identified a need for some enhanced co-ordination, consolidation of many aspects, and some reflection on where we are going, to ensure our future sustainability.

A recent development with the potential for change comes with the planned introduction of new trains on the adjacent Sudbury branch line, which also causes us to review our position. Once upon a time, trains were built to fit the railway, now they have to alter the railway to fit the trains! Is there an opportunity here to revisit our original concept of extension? Time will tell, and that just goes to show that things can change quite suddenly and we need to be ready embrace that opportunity if it should come along.

Returning to our bubble, whilst our predominant interest in steam continues, we change the focus this time slightly with a need to provide a quick rundown of some of the internal-combustion (or infernal combustion) orientated items in our Collection.

► *Toby's Engine now repaired and returned ready for fitting back into the Locomotive - David Reeve.*

Often taken for granted, on the basis you can just stick a key in and start it (sometimes), there is more to them than that. The small number of internal-combustion locomotives in our Collection have just as much historical importance as the steam locomotives, and provide a necessary addition to all we portray. They can be an absolute necessity, can cause consternation when they fail, and the causes of this are often a mystery.

With all that in mind, the ongoing saga with Toby the Tram's vintage Leyland power unit continues. The locomotive to which it belongs is a 1950s Fowler product which was originally supplied for use in the Shell Haven Oil Refinery and was presented to the Museum many years ago. Converted to a Toby The tram replica for our popular Thomas days, it suffered an engine seizure 3 years ago and the subsequent rebuilding has been going on for some time, and has cost a considerable amount to date. Its protracted repair has



◀ *Two of the W&M railbuses at Coldhams Lane Depot, Cambridge. Taken soon after they entered service in 1958. - GER Society Photo Collection.*

The five that were built by the German company, Waggon und Maschinenbau, were based in Cambridge and saw regular service on the Stour Valley line. Amazingly, four of these vehicles survived into preservation as they conformed more to traditional railway operation than some of the other types

not been helped by the fact there were never many of them made, and there were never many spare parts. 60 years down the line, it is probably easier to get hold of a bucket of hen's teeth.

Suffice to say, Toby is going back together again and is now in one bit, with the fuel injector system being overhauled by a specialist company in Colchester. The next stage will be to reunite it with the rebuilt transmission unit and reinstall the whole assembly back into the loco. Sounds easy, but you can't rush these things, and this was not helped when a host of expletives was heard to resound from its depths, when a part of the oil pump system was accidentally broken during reassembly; it is under repair as I write.

There is popular interest in another artefact, probably the most appropriate one to our location, in the German-built Waggon und Maschinenbau railbus. No.E79963 was built in 1958 as part of the British Railways modernisation programme when the railways were in a transitional period from steam as a prime mover to diesel power. Part of that programme saw the introduction of lightweight 4-wheel rail buses built by various bus manufacturers and were a concept vehicle for evaluation in many parts of the country, not many surviving into preservation.

that were built, since they had proper buffers instead of chrome fenders or bumpers. Those vehicles suffered more from the violent rigours of the railway than the Waggon und Maschinenbau ones. Photographs of E79963 show it at Chappel Station either coming off the line from Halstead or via Sudbury - or in transit to Maldon - or broken down awaiting recovery!

Purchased as surplus to requirements from the North Norfolk Railway 4 years ago, we looked at it - and then found out why they had got rid of it! It had rotted from the inside out, so a programme of restoration has seen the complete dismantling of the interior to repair the corroded steel work of the body, and a systematic examination of its strange electrical system and mechanics.

Progress to date has resulted in definitive moves forward to the point that it's almost up to a runnable condition for test purposes. However, this was thwarted just recently during an extended engine test, when the main cooling radiator displayed a previously unseen leak beyond our scope and was sent to a specialist repair company in Colchester. It has since been repaired and reinstalled, and focus has now turned to the replacement of the remaining ply ceiling panelling in the

vestibule, which was damaged by water ingress. The exterior is under repaint and rejuvenation of the characteristic aluminium decorative mouldings which surround the vehicle is underway; the last new suitable plastic trim finishing strips were purchased from a company in Ipswich just before they went bust!

Simplex railmotor update: This was the first loco to ever arrive on site, in the early days of the Museum's existence at Chappel, and the aim is to restore it in time for our 50th Anniversary at Chappel. The loco was built in 1920 for use as a shunting loco at a cement works in Cambridgeshire, and was a petrol-driven machine with a 4 cylinder Dorman engine. It did run once, but fell out of favour as it wouldn't pull the skin off a rice pudding, and then the price of petrol went up! Restoration continues sporadically, but has seen progress with some of the younger members - and others - to the point cosmetic repairs to the superstructure are well under way. As far as the mechanics of it are concerned, the ancient and seized Dorman engine has yet to be evaluated. It would be nice to get it going, but its replacement by a more modern diesel power unit is still being debated.

One of the more modern aspects of our operation at Chappel revolves around other machinery and centres on the Plasser & Theurer 12-ton rail crane No.1521. Built in the 1980s for British Rail, the Museum bought it as a pile of redundant parts to reconstitute into an



operational condition. Along the way, there have been problems with its hydraulics which hopefully have now been addressed. However it has one or two quirks with its electrical system, which like the railbus, no longer conforms to the drawings. We think we found out why the railway got rid of it as far as the engine was concerned, but it must have become unreliable in other respects due to ongoing problems with the electrical system; these have been traced to a simple broken joint on a printed circuit board.

To illustrate the complications involved with this more modern - but old BR equipment - the Permaquip HCT is suffering from the same problem. Trying to ascertain any faults on this stuff nowadays involves a certain amount of thinking out of the box to find out how it should work, then work out what's been done to it over the years - which usually involves a certain amount of bodging - (sorry cost-effective repair), and then putting right what's been bodged to get it back to how it should work, then find the actual fault plus many others. Some of the faults are due to water ingress, which come and go with the weather, but there are many other aspects of it that aren't. At the moment it works, but for the occasional twittering of alarms, which is somewhat disturbing half way through lifting something, when the load computer occasionally loses its brain, and bashing all the normal places like an old telly doesn't work. Suffice to say, the drawings are out and looking at them and dabbing round with meters looking for errant wires and circuits, shows that it should be a complete failure and you shouldn't even be able to start its engine! In the words of Black Adder - stick two pencils up nose and go wibble!

Final news on the infernal-combustion front is that we are hoping to see the 04 diesel
 ◀ *The Plasser & Theurer outside the Restoration shed in 2018 after receiving some attention - David Reeve*

▶ *Back in one piece, the Museum's 04 D2279 at Andrew Briddon's Works in Darley Dale - Pete Martin*

shunter No D2279 back at Chappel after Easter, following its protracted overhaul at Peter and Andrew Briddon's works in Darley Dale, Derbyshire. There is still a certain amount of work to do, but it is essentially a runner now. It will have to be re-painted before it enters regular service.



Steam engines are much simpler machines, and the introduction of diesels in the 1950s-60s must have been like introducing the NASA Space shuttle to those who only knew Stephenson's Rocket. Whilst it was viewed as a major step-change in technology, the railways organisationally were held to ransom as their ability to repair things 'in house' waned in favour of outside manufacturers, contractors and consultants - this is something they still have to contend with today.

So, it is not always steam engines and bashing things with large hammers at Chappel. We have to cater for the more technical attributes on things from a transitional evolutionary period of railway operations which link into today's modern railways, and provide a foundation for those interested in that aspect of their development.

The Enfield Transport Circle Update -

Meets at 1st Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, EN2 6PJ

Christian Wolmar always draws a good crowd, and we nearly ran out of chairs for the audience in November last year for his illustrated talk on the history of the role railways have played in various wars - "Engines of War - How wars were won & lost on the railways". During the interval he sold copies of his books on this and other railway topics to our members.

2017 concluded in traditional style when David Alison came by Virgin West Coast train from Cumbria to show us slides of his rail travels in Britain and Europe during the last 12 months. The usual packed audience enjoyed mince pies, sweets and sausage rolls for refreshments at this pre-Christmas meeting, as well as Dave's excellent colour slides.

The New Year started well when member Doug Fairhurst gave us a very interesting talk on tickets issued for travel on trains and buses from traditional Edmondson and Bell Punch card and paper tickets to today's Oyster cards and tickets with magnetic strips, bar codes and QR codes.

In February we had another good attendance when our Chairman, Roger Elkin took us "behind the scenes" on the Ffestiniog and Welsh Highland narrow gauge railways in North Wales using photos and video clips taken on an organised tour there last June. He concluded with some shots of the Talylyn Railway and the Cambrian Coast line.

Matchstick Models Part 4 -

By Ian Bates

Ian continues his story with more insights into the world of "Matchstick Modelling"; this time with a locomotive which was a contender for the "Loco That Won the War".

Having completed the "P2" as described in SVS issue 163 (Autumn 2017) which was to be the largest loco in my present collection, I felt I could now tackle any loco. I was tempted to make a model of "Flying Scotsman, but realised the tender would be similar to that of the P2. Because matchstick modelling is a slow process, repetition is something I try to avoid, so making a similar tender was not to my liking.

However, there is a loco which has a similar outline to the A3; the "V2" 2-6-2 "Green Arrow". The V2 has a different tender to the A3, with six-wheels rather than eight. After working

on the V2 for about 6 months I came across a photo taken in the 1930s of myself and a friend standing in front of the first V2. I had forgotten that this photo existed and was very pleased to find it.



As with the P2, the middle cylinder, connecting rod and crank axle have been modelled in the V2.

On a visit to the Bluebell Railway some years ago, I saw a Standard Class 4 tank engine, the number of which will be familiar to some of you. This loco was at Chappel some time ago

and is numbered 80151. It would appear that it had recently come out of the workshop with all its pipework renewed. The copper pipework looked good and I decided to include it on some of my models.

Construction of a matchstick model is reasonably robust if it is a building, or something squarish. My locos are similarly robust, apart from the fixtures and fittings. The most vulnerable items are the handrails and items like lamp-brackets. As I have previously mentioned, handrails up to 42mm in length are produced from matchsticks but are the most prone to damage. I find that when bringing my models to Event Days, more damage is done in packing and unpacking them, than when little fingers want to touch them. (It is surprising that a young child is far quicker crossing the room than its parent!)

One further interesting detail about the V2: before the last three V2s were produced, Edward Thompson decided to build them as "Pacificals", calling them Class A2/1. As the tenders had already been made, the A2/1's ran in workshop grey for a while, and I remember seeing them running in this condition on a few occasions on the ECML in the 1940s.



The Cab of the V2 in Matchstick form. ▲

Obituary - Dick Hardy

By Mike Stanbury

This name will most probably be better known to our older members, but RHN (Dick or Richard) Hardy died on 18th February aged 94 years. He was one of the greatest exponents of steam power for many years, and an expert in locomotive technicalities and management which had a profound effect on the Eastern Region of British Railways in particular.

As a premium apprentice with the LNER at Doncaster from 1941 to 1944, he went through all aspects of locomotive construction and maintenance leading him to posts as Shedmaster at Woodford Halse, Ipswich and Stewarts Lane. He was District Motive Power Superintendent at Stratford, moving to the next post up at Liverpool Street, where he continued to make the most of the introduction of Britannias on the Norwich and Clacton expresses, and later the introduction of diesel haulage. In 1963 he was made Locomotive Engineer, Eastern Region finally retiring as Executive Member of BR's Central Engineering Training Group.

He went virtually straight into Railway Preservation becoming a director of the Festiniog Railway with responsibility for training from 1978 to 1987, but more often than not was to be found on the footplate of the locomotives.

He gave us great help with the restoration of the N7, one his favourite locomotives, and had several trips with the firing shovel when we had 'Steam on the Met' many years ago. His contribution to knowledge of the steam railway locomotive can never be underestimated. I had the privilege of knowing him, and knew no other man with a recollection of peoples' names as he had. At the unveiling at Stratford International Station a few years ago of the plaque commemorating Stratford Motive Power Depot and its men, he was approached by ex-employees who he had not seen for over 40 years and knew them all by name. Not many were able to do that!

► *Two Giants of Steam - Dick Hardy with Sir Nigel Gresley at Kings Cross - Mike Stanbury.*



BBC Children in Need -

Fundraising event at the East Anglian Railway Museum

By Catherine Harrison

On Friday 17th November 2017 the East Anglian Railway Museum hosted the BBC East Children in Need event for 2017. The event was broadcast live all over the Eastern Region; snippets of our event made it onto the national Children in Need broadcast and the national news as well. Why was our event so popular? Well, probably because we staged an attempt on the world pump trolley record – a quirky, TV-friendly activity which looked good on camera and caught the imagination of the BBC’s Shaun Peel and his colleagues.

Back in the summer of 2017, Shaun Peel visited the museum to do a short piece to camera in front of our BLUR plaque to recognise BBC Music Day. The idea being to encourage members of the public to nominate a suitable location for a Blue Plaque and our existing, ‘Performing Rights Society’ Blue Plaque was used to illustrate the point. During his visit, Shaun remarked on our fabulous Goods Shed and suggested it would be a great venue for the BBC Children in Need live broadcast. Well, as you can imagine, my ears pricked up and I pursued him afterwards, inviting him back for another look-see and to my delight, he decided to go with it.

Fast forward several months and we have James Cornell and Ian Jessop on the Pump Trolley together with Ben Fryer, Sports Correspondent from BBC Essex and David Whitely, presenter on “Look East” and “Inside Out”. Their challenge was to complete as many lengths of the EARM track as possible within one hour and break the record set by the Nene Valley Railway some years before. It was a beautiful, sunny winter’s day; with a drone

flying overhead to capture the footage and Pudsey Bear standing by, the intrepid four-some set out. Pumped up (‘scuse the pun) by a very over-excited David Whitely, the guys went hell for leather for the full hour and delivered a stunning result, a hair’s breadth short of the existing world record.

Later that day, BBC’s invited guests joined EARM folk in the Goods Shed for the live broadcast. We had the ‘World’s Greatest Tribute Band, Blur’ playing, and to keep the audience amused between takes, we laid on some train-themed storytelling and torchlight tours of the museum. Our caterers, Jam Tartz, did us proud, serving some lovely grub from the Container Café throughout the day and evening.

Personally, I was very proud to be part of such a prestigious and exciting event and so pleased at the positive reaction we received from the BBC who praised our museum as a fantastic filming location (don’t we know it?) and the very warm welcome they received from all our staff and volunteers.

A big “Thank You” goes out to Ian Jessop and James Cornell for being up for it and game for the challenge, and another big “Thank You” goes out to all the EARM volunteers who gave up their time to help make this event such a success.

BBC East raised more money than any other region in the UK for Children in Need and I’m pleased and proud to be part of that, too!



▲ Susie Fowler-Watt, James Cornell and David Whitely during the evening of the Broadcast in the Goods Shed on 17th November 2017



James Cornell and Pudsey Bear from BBC Children In Need in the Goods Shed on 17th November 2017 ▲

▼ Ian Jessop, David Whitely, Ben Fryer and James Cornell, aka “Team Pudsey” on the Pump Trolley on 17th November 2017





▲ On Sunday 17th December 2017, the Museum had a train operated by its youngest ever crew with a combined age of just 67. (Left to Right) Fireman Callum Roll, Driver Michael Sanders and Jack Plumb as Guard - Mike Nichols.

▼ Bob from Team Thursday watches Peter Martin and Peter Robinson shunt AMW No.144 John Peel on 30th August 2017 - Colin Burwood



▲ Allan Robinson and Peter Martin load Lampport's wheels into the back of a Cammack's Lorry for tyre turning on 7th February 2018 - Phil Ainsley

▼ "No Job too big or small" - Resident carpenter Kevin Watson undertaking more coachwork in the Restoration Shed on 3rd January 2018 - Phil Ainsley





▲ Nick Ridgway leads a gang of willing volunteers, adjusting the track on the crossing to remove a trip hazard on Sunday 18th February 2018 - Phil Ainsley

Mark Cornell, Jaki Collison and Isaac Ferneyhough in the Goods Shed during the BBC Children in Need evening on 17th November 2017 ▲

▼ Team Wednesday undertake the demolition of the former A2 buildings previously used as the Archive Store on Wednesday 14th June 2017 - David Reeve



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

On Thursday 6th July there was an afternoon visit to the East Anglian Railway Museum to see an archive film "Britain on Film - Railways", in the new Peter Thompson Building. Visitors from the Colchester Railway Group were also able to see the work of the Brain-tree & Halstead Model Railway Club on that day as the Club meets on Thursdays. And were also able to have lunch or tea in the Café.

On Friday 6th October after the AGM, John Richards presented some digital photographs that he had taken during a holiday in Switzerland under the heading "Alpine highlights and Swiss mountain rail". Scenes began on arrival at Lake Lucerne with shots of a cruise on a steamer and of the scenery. At Lucerne shots of various buses covered the six trolley-bus routes, some of which had either two- or three-car articulated sections. At Pilatus Bahn there is a gradient of 1:1 on its rack and pinion railway. Shots were on the steep way up and at the top, then showed the cable-car means of returning to base. Shots followed at Interlaken West station which is standard gauge and runs at 15K volts, at Andermatt station with its metre gauge depot and of and from the Glacier Express observation train which runs at slow speed for tourists with its panoramic coaches. Some Swiss facts: 3,308 miles of track, 99% electrification, 612 tunnels and 7,558 bridges, 53 funicular railways, 21 rack systems and 133 cable car routes. Shots were also shown of a three-axle bus of seventeen metres length on which one of the two rear axles also steered the vehicle around the steep mountain roads. And finally at Kline Scheidegg, a busy station and 6762 feet above sea level, shots were of many trains and from where it is possible to travel to the highest station in Europe of Jungfrauoch at

11,332 feet. This was followed by Mike Stanbury giving the meeting an update on the latest developments at the Museum. Although still under discussion, proposals are for the construction of a new two or three road restoration shed. The present shed is to become an exhibition area and display shed. Also, an 1882 brick-based water tower at Chelmsford is to be dismantled and re-erected at Chapel.

On Friday 1st December for the last event of 2017 the meeting welcomed Dave Newell for another in his on-going series of Driver's Eye View which was a series of slides, many of which had not been shown before. The evening began on the Piccadilly line at Holborn on 29th May 1994 at the closure of the Aldwych branch followed by further London Underground shots at Hainault with 1962 stock and at North Wield and Blake Hall stations. Out on the main lines, a series of shots followed which included Cl.322 EMU stock at Dagenham East and parcels traffic at Upminster, Barking with a light engine BR Standard Cl.4 2-6-4T, with another BR Cl.4 80079 at Chalkwell with a rake of carmine and cream coaches and many more. After a mid-session break to consume some seasonal fayre, the evening continued at Liverpool Street where shots included Jubilee Class 47, EMUs 321 and 325 and platform scenes before moving to more slides taken at Romford, Billericay, Fambridge and Wickford of various Cl.302, Cl.307 and Cl.310. Scenes switched to north of the county with Cl.303 and Cl.309 seen variously at Kirby Cross, Thorpe-le-Soken and Walton-on-the-Naze, with many vintage shots around the latter's station site. Moving away from Essex, several shots on the North Norfolk Railway were of the German Railbus before switching to Acton Main Line and then

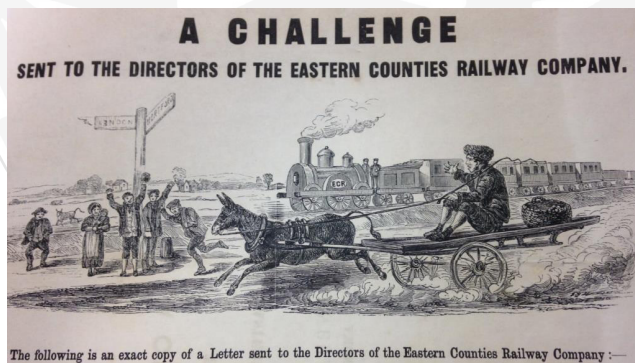
Bourne End on the Maidenhead to Marlow branch. After heading back east for some shots from Upminster to Thurrock Junction, the entertaining evening concluded with a number of miscellaneous shots taken around Dover Marine, Marylebone and other railway site

The first meeting of 2018 on 2nd February brought along Peter Jones for a presentation on The Eastern Counties Railway comes to Colchester. Peter surprised the audience by starting the evening with a British Transport Films This is York from 1953, which had been inspired by O.S.Nock. This thirty-minute film showed a day in the life of York Station beginning with the rush hour, then scenes of background activities, train-spotters, people and workings of the station. More was shown of ticket clerks, telephonists, workshops and track maintenance. Train activity in the morning included the 9:17 to Sheffield, 9:20 from Newcastle, 9:32 The North Briton and the 9:50 departure for Grantham and Kings Cross. LNER loco 60500 Edward Thompson was shown on arrival, receiving some essential servicing before being off again within ten minutes. After this event the film continued in a similar vein by working through various aspects of running York Station for an entire day, covering the evening rush hour and until the close of the day.

Peter moved on his titled presentation with a series of digital images beginning with the

Eastern Counties Railways (ECR) bill being passed in July 1836 by an Act that covered its building from London to Norwich and Harwich. History followed of its development and building, constructing of cuttings and embankments, lists of a whole range of jobs on offer, with countless navvies employed for the many and intensive labouring tasks. Work started in March 1837, reaching Romford by 8/6/1839, Brentwood by 6/6/1840 and Colchester by 27/2/1843, although the first scheduled train failed to arrive as a result of a bridge problem. There followed various statistics about the over-running development costs and various operational difficulties in the early stages, with running delays through poor quality civil engineering. In 1862 the ECR was incorporated into the GER and then in 1922 into the LNER. Peter was thanked at the end of an evening for a comprehensive programme that was enjoyed by a larger than usual audience.

Meetings will continue throughout 2018, generally on the first Friday of every other month at the Friends Meeting House in Church Street, Colchester from 7:30pm where the revised admission fee of £4.00 includes refreshments. New members are always welcome to attend. Further details and dates are available on this web site, from David Reeve on 01206 793923 or by e-mail at: d_e_reeve@hotmail.com. Please take the opportunity to send in any written suggestions for topics and/or speakers for future meetings.



◀ One of the images shown by Peter Jones during his presentation on 2nd February 2018. It refers to a letter from George Hoy, written in 1856, to challenge the ECR that his 15 year old donkey could beat the train from Waltham to Cheshunt, taking only 4 minutes to at least 6 by the train - National Archive.

Obituary - Peter Clampin

By Mike Stanbury

I regret to inform members of the death of Peter Brian Clampin at Hillside Residential and Care Home, Lexden, on 10th December last year at the age of 83. He suffered for many years from cancer of the spine.

An accountant by profession, Peter joined the Museum in 1986, and was a great help to us on Event Days, usually helping out with platform duties or car parking. He lived with his brother in Halstead Road at Lexden, both of them being avid transport and model railway enthusiasts. Latterly, his brother was disabled and died in February 2017, but Peter's debilitating illness forced him into the care home before his brother's death.

Prior to his illness taking hold, Peter was a frequent visitor to the Museum, browsing both the books and models and often making purchases after discussing things with the staff over a cuppa. Peter was a regular donor to the Museum funds, particularly for the purchase of the Front Fields, and having had to visit him on Museum business in the care home for approximately 9 months or so before his death, I was pleased to be able to say a big "Thank You" to him for his recent gifts to the Museum of the library from the Halstead Road house, which Phil Ainsley has put to good use for fund raising purposes. Also, for the locomotives and rolling stock from the model railway layout; this unfortunately had to be left in situ.

All in all, Peter was an exemplary Museum member, whose interest and love of railways continued right to the end, and to a great degree was a help in taking his mind off the pain that he suffered. RIP Peter.

Essex Coast Tornado

By John D Mann

The visit of A1 60163 Tornado to Walton on the Naze on 12 August 2017 was arguably the most significant local railway event since the end of steam on the branch nearly sixty years ago (I was there!). The iconic locomotive and packed train slipped quietly into Walton's crowded platform from Liverpool Street, before providing a series of nonstop shuttles, assisted by an immaculate DBS 66 to Colchester Town throughout the day, enjoyed by over 1500 participants.

The runs were integrated into regular Greater Anglia services, requiring smart loco handling, resulting in some impressive turns of speed over the old Tendring Hundred lines.

This extraordinary event, many months in the planning, was organised not by an enthusiast or railway society, but by local businessman/councillor Mark Platt, an astonishing achievement.

Will we ever see the like again?

[See rear cover for a photograph of Tornado passing Hythe during this event. - Ed]

Plant and Equipment Appeal -

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

By Tim Rice

As well as trains, the Museum has an array of “Big Boy’s Toys”, more formally known as “Plant and Equipment”. These can also be very useful tools and many of the projects completed on site simply could not happen without them. Not everyone wants to shovel coal or wave a flag and it is appreciated that there is enjoyment to be had out of perfecting straight lines of cut grass on a “big” lawn mower or being at the controls whilst lifting a boiler or swings about a signal box. Both time and money can be saved by performing many of these tasks that require heavy equipment “in-house”, but as we all know these items are not toys and they do pack a big unrelenting punch if misused.

That said, we own these machines, and they are there to be put to good use. In order to do so, the Museum welcomes all members who are interested in being given formal training on their safe and correct use. Such skills are real assets to have, can open doors elsewhere, enable a wider range of works to

be carried out at the Museum, and ease the burden of manual labour on site.

So what I am trying to say is this: if you feel you would be interested in training on a particular piece of equipment at the Museum please get in touch with me, I can provide a form to complete as discuss any questions you may have. Of course, there are certain criteria for candidates to meet in order to be considered for training, which may vary from one piece of equipment to another. Likewise, if you are currently using or have previously used a piece of equipment, machine, power tool etc. and you feel you may like refresher or formal training please get in touch. Some items have mandatory certification that is required for operation, i.e. lifting equipment, whilst some items may be covered through other means.

Now a small request: in order to keep our records in order the Museum requires a copy of your certificates. This is to protect both yourself and the organisation. If you use plant and machinery at the Museum, have recently obtained certification in the use of plant and machinery, previously held certification in the last 10 years for plant and machinery, or plan to use plant and machinery there, we must hold a valid, in date certificate that covers you. I would therefore appreciate a copy of any certificate that you may hold. This can be left at Visitor Reception and marked “FAO Tim Rice – P & E HOD”. Likewise, any training received through the Museum will be backed up with a certificate and a copy held on site.



What is “Plant and Machinery”? The following list is not conclusive but covers the bulk of what is regularly used at the Museum. Excavators, diggers, backhoes, forklift trucks, telescopic forklift, tractors, front loaders, flails, toppers, post hole borers, weight box, rail crane, dumpers, MEWP (mobile elevated working platform), scissor lifts and boom type), scaffolding towers, bench grinders, lathes, band saws, chainsaws, lifting tackle, road cranes, ladders, harnesses, the list does go on, but this is the bulk of what we use on a regular basis.

Keep on building!



Thanks to Team Thursday for demonstrating items of plant in this article.

As it used to be -

By Mike Stanbury

In 1955, respected correspondent R S McNaught wrote an article in Railway World on James Holden’s 2-4-0 Mixed Traffic, in other words the Great Eastern T19, later E4, a paragraph of which is of particular interest to us locally.

I am afraid that in almost every way the old ‘E4’ (he refers to haulage on a modern journey) was in direct contrast to the highly coloured mental picture I still retain of my first encounter with the class, which was at Marks Tey, where I had to change en route to a boyhood holiday at Sudbury. My ‘first’ was on the Sudbury train at the diverging platform, resplendent in the rather gaudy blue and red and gold of the early 1900’s, with that most prominent of features of all GER engines, the vermilion side rods. These 2-4-0’s were then being spoken of as the ‘new engines’ on the Sudbury line, which for long had been almost exclusively operated by a still smaller type of 2-4-0 with attractively tall chimneys – the ‘Sharpies’ which trailed little four wheel tenders.

What attracted my father, who was a fine judge of engines, was the air, as he expressed it, of ‘wanting to get off the mark and no messing about’ of the ‘new’ class. I think it was the smokebox well set forward and dome at the leading end of the boiler that gave – and still does – that business-like air to them.

A lovely piece of prose, summing up a marvellous and well liked locomotive, and who knows, one that we may have at the Museum if negotiations augur well.



Stratford - Transition Days -

It started by talking to my son Andrew, who was asking me about the transition period at Stratford, between the demise of steam and the coming of the diesels.

By Charles Middleton

Our conversation also took in the years following Beeching and the problems that were to follow. As he is a long time Railway enthusiast he asked me if I would produce an article for him - the last time this happened I ended up writing the book 'Stratford: A Locomotive Remembers', published by the EARM.

My time at Stratford started as a 14-year-old in 1945 a couple of months before the war finished, as a Junior Messenger, and it ended as a Driver in 1970. It was in early 1957 that I got my driver's check, 534D, and was one of the first of those who would be referred to by the older drivers as 'those bloody boy drivers'. I then drove a variety of steam and diesel locomotives, and was later in the Electric Link where I remained until I left 'for better prospects' in 1970. My recollections therefore cover this period and the transitions that took place within these dates.

The first transition was from LNER to British Railways but this had little effect on the way Stratford operated as it concerned itself with a relabelling of stations, logos and engine numbers. It did however cause one or two mishaps when 0-6-0's were designated for

main line trains during the period of the number changes!

The second was the Beeching-era closure of many of the small branch lines which caused problems and upheaval for the men that worked them. Firstly, many firemen came to Stratford from the North of England taking up vacancies that already existed. Most of them had to leave families and wives behind and some found lodgings with local staff. One of these men became my fireman and was lodging with a signalman. They were on opposite shifts and I was aware that he sometimes slept with the signalman's wife. It was none of my business. We 'Cockneys' had to get used to a new language as they would say 'shall us mash the tay?' or 'shall we have our snaps?' and equally they would talk of, -I have no idea of the spelling- 'piclits.' They would complain that fish and chip shops did not sell mushy peas or scraps.

Some of these men would eventually return to their roots but most would become integrated into an East London way of life. However, there was always friendly rivalry re North and South. I did put my foot in it once when asked if I had ever been to the North of England. I jokingly replied that I did go to Watford once but did not like it because it rained all day. The recipient did not see

◀ *Stratford Coaling Plant in the early 1960s. Some examples of Classes J15, L1, B1 and N7 are present. At the time Stratford was the biggest steam shed in Britain, possibly Europe, with over 400 locos on its books. - GER Society Photograph Collection.*



what I thought was the funny side of my remark.

The next big move was when drivers from our local small branch lines came to Stratford. They had been used to a country way of life and so long as they connected to the main line trains on time they worked to a much more leisurely life style. They would pick mushrooms and drop off packages to locals along the line and pick up their own shopping. Coming to Stratford and having to cope with rush hour traffic came as a severe culture shock to many of them. The Stratford man was well used to the demands of commuter traffic- I have a memory of working an electric rush hour train on the main line between Romford and Chadwell Heath, running at about 50 plus miles per hour on two yellow lights. On this portion of track I could see the unit ahead of me and the one in front of that. On arrival at Liverpool Street we would have to do a hasty turn around to allow the next train in. However, things soon settled down although a few of the men resigned and returned to non-railway jobs in their own area.

The main transition was, of course, the change from steam to diesels and electric units. I was doing my National Service in the RAF, 1949-1951, when the first stages of elec-

▼ *An AM7 (later 307 under TOPS) Electric Multiple Unit at Liverpool Street with a service to Southend Victoria - GER Society Photograph Collection*



trification took place and so was not around at the time but it appeared to have gone off fairly easily. Electric units are very simple to drive and just have three main controls, these being a power controller, a forward/ reverse lever and a brake. I expect most of the drivers would have found this change reasonably easy.

One has to remember that the drivers who had to retrain to this new form of traction may well have been born in the late 19th century when new-fangled motor cars were just making their debut. Few owned or had dealings with cars. They also came from a cap-touching age that paid respect to their perceived betters. I remember being on a conversion class with my late father, also a driver, and I told the instructor he was wrong. My father kept telling me to shut up or 'they would get me.' Later I was proved to be in the right. Us younger new generation of drivers would ask questions and enter into discussions but the older ones would remain silent. The steam engine is very simplistic in its controls and we would just relieve on a strange engine and be able to sort out its controls easily. However, each diesel or electric unit was completely different and we needed to be trained on each one before we were allowed to drive it.

I remember working freight from Ripple Lane en-route to Cambridge in the early days of diesel-electrics with a Sulzer loco. We were due to be relieved at High Meads, Stratford. I

could see the new crew including the older driver walking towards us and suddenly spotted a shiny large cog and attachment that had obviously fallen off a truck of metal scrap. My warped sense of humour came into play and when the relieving driver asked if everything was okay I said 'Well there was a bit of a flash and a bang as we went over Barking flyover and this came out but the engines running okay'. I wished I had not said it as he went into panic mode. His fireman and mine both

started laughing but I realised I had played a cruel joke. It was a poor joke, which I now regret, but in some ways it serves to show how the older generation of drivers were unused to and scared of diesel traction.



▲ *Shenfield Station. A Class 24 loco waits with an up passenger train. The Sulzer locomotives did not last long on the GE, being replaced by the Brush Type 2s, later Class 31 - GER Society Photograph Collection*

new modes of power offered. In steam days, I would go away for a week's holiday and dirt from my pores was still marking the collars of my shirts. We had a comfortable armchair, heater, windscreen wipers and a kettle and we eventually received new uniforms. Gone were the old overalls that our wives had to scrub. If you put them into the new washing machines that were coming into everyday use they would gradually become a very pale shade of blue. The new wife of one of the drivers pressed her husband's overall trousers with a crease down the centre, much to everyone's amusement

On one occasion, I was on spare duty sitting in the Stratford Shanty when a steam engine from another Region needed a pilot man in order to turn the engine on the Channelsea Curve. Turntables had long gone. Every driver had an excuse for not getting their hands dirty from such a task. Mine was that I was then in the Electric Link and only signed for routes where there were wires. This incident goes to show that the romance of steam was long gone as far as we drivers were concerned and it was left to the many enthusiasts.

Thinking back, one thing I never considered at the time was what happened to all the men such as boiler washers, firelighters, tubers and coalmen. They all appeared to disappear without trace. All their jobs had gone and were they all laid off? I never gave it a thought at the time. If anyone has information on this mass disappearance I would be pleased to hear about it.

[Richard Hardy gives an account, in "Steam in the Blood" of how Stratford, re-trained many such workers as mechanics, electricians etc. to ease the skill shortage in those occupations. This was often done in a very unofficial way. - Ed.]

Many of them relied on their fireman, the second man, who had grown up with the modern technology of the day. It reminds me of today when older people often have to rely on their grandchildren to cope with computers and apps when things go wrong: I remember myself at the Ilford Training School getting used to the new technology of schematic diagram charts.

This was a much longer period and drivers became used to the comfort and cleanliness the

Chelmsford Water Tower Removed to EARM -

*By Mike Senatore
GERS Architecture Co-ordinator*

The redundant water tower located just behind the downside platform at Chelmsford was surplus to operating requirements and was offered to the East Anglian Railway Museum who intend to re-use it for the purpose it was designed for.

An initial survey was carried out by Mike Stanbury (EARM) and Mike Senatore (GERS) earlier this year for feasibility purposes and the basic structural outline drawings produced. On Wednesday 18th October, demolition and transportation teams were engaged in hoisting the cast iron tank assembly off its brick base after much delicate easing and nudging. The cast iron supply pipe which was bonded to the tank base had to be cut away before the tank finally parted from the base and lowered to the ground.

At this point close inspection of the tank revealed a most intricate interlocking modular cast iron construction with a series of tie rods designed to resist the outward water pressure when full.

Also removed were three supporting cast iron beams followed by the careful removal of each brick of the tower.

The transportation team initially attempted to up-end the 12 foot wide tank vertically so it would fit neatly on the flat-bed trailer thereby avoiding a wide load situation during transit along the A12 towards Colchester and the narrower roads beyond to Chappel & Wakes Colne. Needless to say there were views expressed on the doubts

of the cast iron's integrity while rotated at an angle it was never designed for. Caution prevailed and it was decided to treat the tank as a 12 foot wide load that required a permit to do so. As this took a few days to arrange it was successfully transported at lam the following Saturday. This stage of the project was made possible with the unwavering help from Network Rail, and Colin MacConnachie, the Enhancement Manager for Greater Anglia. Dismantling and salvage tasks were carried out by SEE Rail with specialised transportation by David Watson Transport.

I understand that financial assistance has been offered towards the cost of the new foundations at Chappel by the Railway Heritage Trust and the museum has applied for a grant towards the reconstruction costs. A programme of conservation and reconstruction work is being devised for museum volunteers and outside contractors.

Some may remember that GERS member Ray Blick produced an outline drawing of this structure decades ago and has been a GERS sales item.



► *The water tank being lifted from the lorry when it arrived on 28th October 2017 - Mike Stanbury*

Jam Tartz Catering -

By Leigh-Ondrea Bendall

Jam Tartz have become established at EARM since taking over The Chappel Station Café on Platform 2. Come and meet our Manager, Sam, and her team and sample our delicious food. We aim to source as many ingredients as possible from Essex and Suffolk, and bake many of our own dishes and cakes on site. We always look forward to seeing our 'regulars' who pop in for their elevenses or lunch – Sam is close to being an authority on steam locomotives now!

We offer a selection of sandwiches, cakes, light lunches and afternoon teas. There is a daily Specials Board to tempt you – come regularly and there'll always be something new on the menu. You are welcome to pop in just for a can of drink and a packet of crisps if you are in a hurry, or take the time to have a leisurely meal in the delightful vintage railway carriage.

Keep a look out for notifications on the Museum website for special events – Sunday Roasts, Vintage Teas, even Valentine's Day or visit us at on Event Days – we offer a variety of foods at the Thomas weekends or the March Beer Festival – there'll be something for everyone. We are pleased to be able to offer EARM staff, volunteers and Museum Members discounts on some items, so remember to bring your card along to claim your reduction.

We are happy to cater for special parties in the café or for larger events in the Goods Shed and are currently developing new menus and ideas for these functions. Contact Neil in the Museum Reception to talk about your plans, or you can talk to the café via the main switchboard at the Museum if you would like to book a table.

We operate on a profit sharing basis to support the work of EARM and are delighted to announce that to date we have contributed over £15,000. By choosing to eat in The Chappel Station Café you are also supporting the excellent work being undertaken throughout EARM. We look forward to welcoming you very soon.

Semaphore News -

By Jack Plumb

Since the last edition of Stour Valley Steam, the Signal & Telegraph Team have been working on replacing No.3 signal (the rusty signal just south of the level crossing). I'm sure many of you will miss its familiar squeak whilst waiting at the crossing! The project has so far involved the restoration of a replacement signal pole, restoration of a never-ending number of components and, of course, lots and lots of paint. This leaving its mark by slowly turning my overalls red, white and black...

In the coming year, the Team expects to move southwards, reinstating the equipment for the South Frame. The days of point clips and crowbars are numbered...

I would like to thank once again Graham, Mike and Peter for their never ending support with the Department's activities, as well as those others who have helped us out from time to time.

GAUGE CYMRAEG GUL -

Welsh Narrow Gauge

By John D Mann

The North Wales narrow gauge is alive and well - thriving in fact. I first came to these little railways with my late mother in 1961: today's travellers are still provided with superb scenery and authentic motive power.

At Llanberis, the delightfully 'tatty' Snowdon Mountain Railway runs at full capacity every day (even with a ticket spoiling the look of forty quid). The ancient steam fleet very much in evidence. It is 'the place' to witness a steam locomotive working ridiculously hard.

Double Fairlies still feature strongly on the Ffestiniog, these unique, powerful, elegant engines tackle this testing wonderfully scenic line in style with a rhythmical, soft exhaust beat. Although a slick, professional organisation, the railway retains strong links with its historical past.

Nowadays, it shares the Harbour station with the revived West Highland - a seriously impressive 25 mile 2ft gauge 'railroading' experience - using ex-South African Garratt locomotives which effortlessly haul very heavy (all mod cons) trains up 1 in 40 gradients, round hair-pin bends, through a Snowdonian backdrop. Unashamedly 'touristy' - but not to be missed.

In complete contrast, the two 'original' locomotives were running on the 'laid back' Talyllyn - which really says it all!



▲ On the West Highland Railway near Rhydd Ddu - Sue Mann.

EARM Express News Extra!

NEW TRAFFIC MANAGER

There have recently been some changes in the operations department. Thanks are due Rob Boyce for all his valued work over the past few years, his traffic responsibilities are now taken on by Isaac Ferneyhough. Ian Jessop also steps down as Operations Deputy and we thank him for his work in the past.

Rob remains in the background to offer guidance, and continues to work on publications and photographic archives, together with other operating aspects.

Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam Winter 1977

Someone under the name of "Glory Hunter" tells us about a spring event day.

SPRINGTIME AT CHAPPEL

My wife says that it is time that she saw her mother. I agree, and grasp the opportunity thus presented to visit Chappel. 'Phone a friend for a lift - he is on duty, and confirms that it is a steam day.

Sunday dawns bright but cool. We arrive on site at 10.30, by which time the public are already there in force. Some changes since my last visit - the improved bookshop, the museum, the general tidiness of the Yard, and the admirable new guide book. Speak to the Station Manager about duties - "Back gate is covered - Mr. Walsh" (sturdy fellow!) "Can you sell ride tickets? Can't guarantee there will be a lunchtime relief." Marvellous - at least its out of the wind - Well it would be if the booth had a back to it!

Collect my tickets and the cash float. No cash bags, so use pockets. Twenty tickets sold immediately - "When's the first train?" ask eager customers. I don't know, so I yell an enquiry across to the gang cleaning an already gleaming 7597. "About fifteen minutes, when we have polished the wheels." Good.

Hissing purposefully, 7597 backs up to the North Box, collects her coach and pulls into the Dock. Approving noises from the public on their first glimpse of the new paint job on the coach. Red, with yellow/black liner. Sell another twenty tickets as a result. Tickets clipped, signal off, whistle blows, she's away. Everybody stops and watches her disappear, and then come trundling down towards the level crossing. Nice one, RVP!

A steady flow of customers all morning - not bad for a cool Sunday. Running short of tickets, so phone the Booking Office. No reply - extension not working. Eventually get a response from the Mess Room, who pass on plea.

13.00. Still a good crowd, but the sun is weakening. My travelling companion, having mown the grass, takes over whilst I go for lunch. Meat pie (hot) in the busy Buffet, then squeeze through the

Bookshop crowd to the fire in the Booking Office. A stray dog blinks at me from beside the hearth.

Time for an amble round the site. Disappointing lack of work going on. One stalwart is working on the N7, another regular is working under the neat little 0-6-0 saddle tank. (All industrials look the same to me).

My "Steward" badge prompts questions, "Oh yes, Madam, that is the real Brighton Belle" ... "Colne Valley? - er, yes, I believe there is a line of that name somewhere down the road." Several people express regret at not seeing "Greene King" - obviously a great crowd puller.

Back to the booth. Brisk trade on the rides, with a queue at the back gate. Mr. Walsh wants more tickets - I phone the Booking Hall, as communications now work since I accidentally dropped the handset. Then the sun disappears and a light drizzle falls, encouraging some more people to take train rides. "How long does it take? Five minutes, is that all?" Ah yes, but one day...As the crowd outside thins, the Bookshop and the Buffet fill up.

16.00. The trains are still running well filled. Rain stops, but I start to wear gloves between customers. Lots of family groups, very few lone enthusiasts. Last train runs at 17.30. Two ticket holders miss it, so they board the staff special. So do a dozen other people. I gather up the tickets and the money and become a travelling ticket vendor. A very profitable ride Signing-off time. The Treasurer takes the cash, nearly £80 from the booth. Is that good? I wonder how much coal that buys?

30 Years Ago - Stour Valley Steam Winter 1987

A picture paints a thousand words, so over to Charlie Dore for when things got a little damp during the Steam Extravaganza Weekend on 10th/11th October 1987.



In Semaphore News on Page 34 Jack Plumb tells us about the plans for a new South Frame, back in 1988 Peter Thompson tells us about resiting what was North Box as South, which those who are keeping up is now on Platforms 5/6 as Chappel East.

A BREAK IN TRANSMISSION

By Peter Thompson

Work on the re-siting of the former Chappel North signalbox at a location on the embankment side at the south end of the yard has progressed well. Preliminary soil testing at the chosen spot revealed none. The embankment had been extended over the years by the continuous tipping of ash from Colchester's Locomotive Shed in the days of steam. As this had ceased twenty years ago, a certain amount of stability was present. but to make certain sure several lengths of rail were driven into the bank side excavation before being topped off with a concrete base on which to lay the brick footings.

This concrete slab is of epic proportions and it is not true that it incorporates a secret fall-out shelter for Ian Reed in the event of a nuclear attack by an ill-disposed greater power.

The choice of site for the box was not received enthusiastically by either S&T or P/Way Heads of Department, both of whom had been led to believe that the southern end of Platform 2 was earmarked for it.

S&T warn that six catch points will now have to be worked off a single lever. One hopes that an overly enthusiastic thrash around the frame doesn't set the whole box sliding down the bank into our neighbour's orchard.

The P/Way involvement came about after it was observed that catch points already in situ would aim runaway vehicles directly at the new signalbox to the likely detriment of the structure and/or any occupant at the time of the missile's arrival. In the middle of two other current tracklaying projects, resources had to be diverted to re-position the culprits.

Decision-making is a splendid attribute to add to the growing list of achievements at Chappel but there should be more time given to explanations if consultation is going to be a casualty of progress.

And don't ask about the CCT.
What CCT?
I said "Don't Ask."

20 Years Ago - Stour Valley Steam Spring 1998

Peter Thompson updates us on the GEML resignalling and the future of signal MT47

MT 47

Peter E Thompson

The Great Eastern Re-signalling Programme rolls on to its inevitable conclusion. It seems always to have been there, but like the beach before the tidal wave hits, the water has gone out and out leaving strange empty spaces. Old structures, familiar to generations of commuters, have vanished for ever. Some of them, like the lineside signalboxes between Liverpool Street and Colchester, varied in age and interest.

The 'hole-in-the-wall' box at Liverpool Street, not exactly in a hole but still perched on top of the wall on a ledge at the corner of Worship Street was elderly and an early casualty.

The Bethnal Green 'box of the post-war secondary modern idiom', has been a comparatively recent abolition. Similarly was the gap, early and late, between the Shenfield Signalbox, an imposing edifice, and Romford, an old faithful of equal vintage. The turn of Marks Tey came in the Autumn of 1997, not long after that other top-of-the wall curiosity at Forest Gate.

I have written previously of the events that made recovery of the Marks Tey Signalbox by the East Anglian Railway Museum a hopeless task.

The rationalisation at Marks Tey removed several other landmarks including, of course, most of the existing signalling.

There was, however, an outstanding request lodged with Collectors Corner for a colour light signal of the searchlight type. The older versions, e.g. designed pre-war for the pro-

posed L.N.E.R. Liverpool Street to Gidea Park electrification, was single-headed. Behind the lens was mounted a rotating cage that surrounded the lamp. This carried red, yellow, and green spectacles that were rotated mechanically to display an appropriate aspect chosen from the three available.

Present day arrangements have in most situations a two-lens head with red/yellow or green/yellow aspects and no moving parts. This provides a closer headway between trains with its indications of red, single-yellow, doubleyellow, and green being the combinations used. The original design is now over fifty years old, so after a quest that began in November 1994, the Museum is now the owner of (MT) Marks Tey 47, a single head searchlight signal recovered from that station.

It will require some work on it to remove the second head that was bolted on to convert it to be a four-aspect unit, but we now have in the Museum Collection a genuine fifty-year old colour light signal ready to be returned to working order. It may well appear on Platform Two as part of the Southern Extension arrangements with an appropriate explanation.

History is all around us but if you blink your eyes another little piece slips away into just being a memory of what used to be. Luckily the Museum keeps a watching brief on all of the ever-changing railway scene.

MT47 is just one of the recent additions to the Collection at Chappel.

Have you visited your Museum lately?

East Anglian Railways

Rob Boyce gives an update on the local railways and rolling stock.

No definite news of the replacement for the Class 121 'Bubble Cars' on the Sudbury Branch is yet to hand, but rumours exist that a Class 153 is to be hired from another operator - NOT Anglia Railways, from whom one was previously hired. Enjoy the 'Bubbles' while you can: their reliability has improved greatly since the bad days of December, when they made the national press with their continual failings! At one stage, Great Eastern Railway were positioning a bus on standby at both Marks Tey and Sudbury in case of breakdown, which could hardly help the economics of the branch.



Anglia Railways have been operating an additional hourly off-peak service on Mondays to Fridays from London to Ipswich since September, using Class 317 units hired from West Anglia & Great Northern Railway. Despite having a refreshment trolley service, and running ten minutes ahead of the Class 321 operated Great Eastern Railway service, loadings do not appear to be very heavy on most trains. The quality of ride also leaves something to be desired, based on several rough experiences!

In August last year, Stena Line sold Harwich International Port (Parkeston to us traditionalists!) to the Hong Kong & Shanghai Banking Corporation for an amount that was variously reported as £72 and £77 million. They did not keep their new acquisition for long, selling it on in February this year for an amount reported to be in excess of £90 million to Hong Kong based Hutchison Port Holdings - who also own Felixstowe Docks.

Sand traffic at Marks Tey has been buoyant of late, with week commencing 23 February seeing no less than three trains leave - one for the regular destination of Hayes & Harlington, together with two for the new destination of Salfords (near Gatwick).



◀ 37379 'Ipswich WRD' approaching Chappel on an engineers train, 25th February 1998 - Peter Thompson

10 Years Ago - Stour Valley Steam Winter 2008

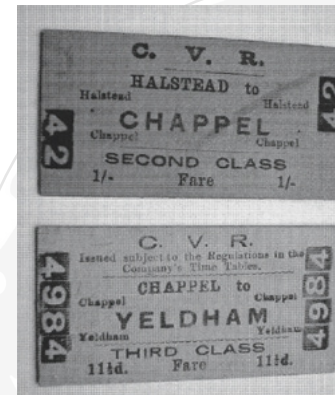
In Stour Valley Steam from Winter 2007 a small piece showing a ticket which had been donated by Rob Boyce was included. The piece suggested that the ticket was from before 1969 where Eastern National started to lose its identity and services by absorption in the National Bus Company.

TICKET COLLECTIONS

The photograph and information about the Omnibus ticket in the last SVS prompted two responses from members, Richard Tyson writes...

I looked at the ticket photo on page 5. I've got one of these tickets; mine is serial 0078 dated 14 April 1958 and was duly filled out in biro at Ipswich Station where I changed my ticket as there was no train connection to Woodbridge; I had ticket 8415 Reading to Woodbridge. When I handed it to the bus conductor he said he had never heard of such a thing; I refused to pay and was backed up by another passenger who knew of the arrangement so the conductor did nothing and I kept my ticket.

There was a note somewhere in the timetable about this; how long did it last? I think it was OK in 1951; returning from France with a school party we got to Liverpool St at 0900 for the 1030 to Woodbridge and 3 of us slipped off and got on the 0930 and swapped the tickets for bus ones to Woodbridge. Got us in hot water at the start of the Autumn Term. Nowadays such a thing would be all over the papers and TV. I wonder if the GE Society know the answer?



Keith Montague kindly sent the following article & photo...

I was very interested in the item 'another gem from the collection' which appeared in the winter edition of Stour Valley Steam.

I have been collecting pre-group and pre-nationalisation rail tickets for over 45 years and the Colne & Stour Valley lines have always been a favourite. My grandmother lived and Clare so the lines have a particular relevance and I have been a member of the Society almost since the start.

My collection of tickets does include a number of very early examples two of which I have photographed and are shown below. Both are Colne Valley tickets. 4984 is a 3rd class single ticket from Chappel to Yeldham dated 20 July 1918. Can you imagine this being issued by Chappel booking office all those years ago? Fare 11 1/2 d - eleven and a half old pennies!

Ticket 42 is a 2nd class Colne Valley Railway single from Halstead to Chappel dated 21 November 1892. In those days the Colne Valley Railway had its 1st, 2nd and 3rd class accommodation on their trains. Not many people made this particular journey second class as can be seen by the number on the ticket - only 100 were printed at the time.

Braintree and Halstead Model Railway Club News -

By Gordon Humphris

Well, it's been another busy period since reporting in the last issue of Stour Valley Steam. Gosfield Junction (re-named Gosfield Yard, for the day), made a very successful appearance at the Dapol Collectors Club Day. The journey up to Chirk near Wrexham was without incident and three members, including myself attended the event. Dapol has become one of the big players supplying ready -to- run models for all the three major model railway gauges.

Some of their products feature on several of the layouts accommodated within our part of the Thomson Building which is now firmly established as our home. The final piece of the jig-saw was the completion of the Tool Room and the additional Layout Room. Not generally open to the public, personnel numbers permitting, on open days, the Layout room could possibly be manned and layouts that are being worked on can be viewed. The December



"Santa Weekends" event was another great success from the point of view of the Club, with pre-Christmas sales boosting the pot and a good footfall with visitors enjoying the warmth of the Clubroom and the merry banter! We have been fortunate to have several new faces joining the Club as its location and reputation spreads around the County. When we first arrived we only had a working group of eight, and total membership was ten. Come Easter we should see our numbers rise to at least twenty-six and counting. All readers are reminded that along with our Monday Night meeting, we also turn out on a Thursday during the opening times of the Museum.

We welcome all visitors, especially those holding Museum Membership, coming in and we do get "frequent flyers" who enjoy keeping a watching brief on the progress of layouts. Once again Members will be off on their travels, contingents will have visited Doncaster, Kettering and, for some, Germany. From a Club prospective we are taking an avid interest in the goings-on around the site, the MR2 ground works behind the Clubroom keeps our interest at a high level, as does the manner in which we are rapidly becoming an integral part of the Museum's attractions. Our next open day is at Easter Thomas; preparation for our Annual Show will start after that. The Braintree & Halstead Model Railway Club look forward to seeing you all at these events.

We are now on internal telephone extension 56; always worth a call should you need help on Club and Open Days.

◀ *Branstead Quay layout stretches the length of the Clubroom*

Principal Officers of the Museum

Honorary President	Sir Bob Russell
Trustees	<p>Peter Martin (Chairman) 43 Banham Drive, Sudbury, CO10 2GN, 01787 311624, peter.martin@earm.co.uk</p> <p>Colin Burwood 18 Regent Street, Rowhedge, Colchester, CO5 7EA, 07760 623360. colin.burwood@earm.co.uk</p> <p>Mark Cornell 24 Ashbury Drive, Marks Tey, CO6 1XW, 01206 211202, mark.cornell@earm.co.uk</p> <p>Mark Fogg Elliot Fulle House, 39/40 East Street, Colchester, CO1 1TP, 07795 604802. treasurer@earm.co.uk</p> <p>Peter Robinson 57 Cornflower Drive, Chelmsford, CM1 6XZ, 07885 500849 peter.robinson@earm.co.uk</p> <p>Mike Stanbury (Secretary) Beechcroft, Station Road, Wakes Colne, CO6 2DS, 01787 224724 mike.stanbury@earm.co.uk</p>
Trading Directors	<p>Mark Cornell (Publishing and Retail)</p> <p>Mike Stanbury (Licensing and Secretary)</p>
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Head of Departments Chair, Loco, & H&S Carriage & Wagon Signals Estates Workshop P Way Advisor Permanent Way Telegraphs Curator & Displays Site Security Traffic Manager Mini Rail Plant & Equipment	<p>Peter Martin - Details Under Trustees</p> <p>Brendan Sothcott - Details Under Members' Council</p> <p>Jack Plumb - 07794 129424 , Jack.Plumb@earm.co.uk</p> <p>Position Vacant</p> <p>Allan Robinson - Details Under Members' Council</p> <p>Nick Ridgway - Skype Only: nick_ridgway</p> <p>Andrew Cullum - 07708 393742 , cullumandrew@hotmail.com</p> <p>Brian McGennity - 01245 460131, brian.mcgennity@earm.co.uk</p> <p>Jaki Collison - Jaki.Collison@earm.co.uk</p> <p>Nigel Hull - 07850 243459, nigel.hull@earm.co.uk</p> <p>Isaac Ferneyhough - 07920,117961, operations@earm.co.uk</p> <p>Robert West - 07936 058544, robwest87@btinternet.com</p> <p>Tim Rice - 07446 251378, tim.rice@earm.co.uk</p>
Other Positions Magazine Editor Magazine Typesetter Membership Secretary	<p>David Reeve - 01206 793923, svs@earm.co.uk</p> <p>Darren Johnson - svs@earm.co.uk</p> <p>Linda Robinson - Details as per Allan Robinson (under Members' Council)</p>



▲ Chris Hunt and Colin Hill re-assemble the signal frame from Chappel signalbox, which was found in the yard, in a badly-damaged state - R Radford. We have included this photo here, as it was intended to be published in Derek Fox's article in SVS163 titled "Episodes of a Heritage Railway Collector" showing the sparse nature of the site in the early days.

Last Call for Stour Valley Steam 164

STOUR VALLEY STEAM 165 - AUTUMN 2018

Stour Valley Steam is published every six months, deadline for copy for *Stour Valley Steam* 165 will be **31st July 2018** at the very latest, we expect this to be published in September, although as SVS164 was delayed during production the next issue may also be late.

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@earn.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.

We would like to remind readers that the views expressed in this magazine are not those of the editorial team, we are also not responsible for the content of any inserts included with your magazine which have been inserted during distribution as instructed by others. Any issues with these please contact a Trustee of the Museum with your concerns.



▲ A final run to Norwich for Britannia 7MT 4-6-2, 70013 Oliver Cromwell before being removed from service for overhaul, passing Marks Tey on 22nd February 2018 - Peter Carr

▼ Allan Robinson with Lamport's Wheels on 31st January 2018 before they were sent away for turning - Phil Ainsley



Back Cover: To mark the 150th anniversary of the opening of the line to Walton-on-Naze, Class A1 4-6-2 No. 60163 Tornado worked the "Walton Pier Express" from Liverpool Street to Walton, plus a series of shuttles between Colchester Town and Walton, on 12-8-17. It heads the 15:29 from Town through Hythe running approx. 30 mins late. Photo by G.D.King



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