

# STOUR VALLEY

## S T E A M



AUTUMN 2018, ISSUE 165

**JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM**



**CELEBRATING 50 YEARS SINCE THE  
FORMATION OF THE STOUR VALLEY  
RAILWAY PRESERVATION SOCIETY**





▲ Number 54 AKA "Thomas" at a Day out with Thomas event in Holland on 11th May 2018 - Pete Martin.

▼ Fox, Wiggle and Sass in the Goods Shed at the Steamy Vintage Encounter event - on 29th July 2018 - Fox, Wiggle and Sass.



# STOUR VALLEY STEAM EDITORIAL

September 1968 saw the very beginnings of the Stour Valley Railway Preservation Society, which in due course evolved into the East Anglian Railway Museum that we know today.

It was a globally insignificant event in a year of revolutions which included widespread protests against the Vietnam War, riots in the streets of Paris, and of course, the end of standard-gauge steam on British Railways. But it had enormous significance for a group of determined individuals who wanted to retain steam in North Essex.

It was to be just over two years before the SVRPS became official BR tenants at Chappel & Wakes Colne Station, and there have been many twists and turns along the line to arrive at today's East Anglian Railway Museum. There can be no denying the enormous achievements of that original band of stalwarts, and their many successors.

But just now there is a sense that the EARM train is halted at signals whilst deciding the best route to take in the future.

Day-to-day activity seems to carry on unchanged. Events are generally well-attended and there are plenty of visitors on non-steam days, especially considering the weather. Work is proceeding apace with the new Miniature Railway. A quick peek into the Restoration Shed will reveal numerous projects in an advanced state of completion; some obviously "ready for the road" very soon. Works proceed all over the site.

The number of volunteers continues to grow, and the challenge for management seems to be keeping them all busy and ensuring they are all pulling in the same direction. This is a classic problem for volunteer organisations, and never an easy one to solve.

I am sure that we all wish the Trustees well with their search for answers

David Reeve - Editor

## STOUR VALLEY STEAM

is produced and published by  
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Opinions expressed by this journal do not necessarily represent those of the Trustees nor of the Editor.

AUTUMN  
2018

Volume 48  
Number 165

## CONTENTS

|                                  |    |
|----------------------------------|----|
| Museum Organisation              | 2  |
| Curator's Update                 | 3  |
| Team Wednesday                   | 4  |
| Dennis Manchee                   | 6  |
| Express News                     | 8  |
| Words from Works                 | 10 |
| Membership Matters               | 11 |
| Mini Rail Update                 | 12 |
| Plumb Loco                       | 14 |
| Estates Report                   | 17 |
| Roger Elkin                      | 18 |
| Plant & Equipment                | 20 |
| Archived Records                 | 27 |
| Snape Goods                      | 28 |
| Chelms Water Tower               | 30 |
| Model Rail News                  | 33 |
| Steam to Southend                | 34 |
| 15 Guinea Special                | 35 |
| Colchester Update                | 36 |
| 50th Anniversary<br>of the SVRPS | 40 |



Front Cover:

Number 11 and the Vintage  
Train at the Steamy Vintage  
Encounter Event on 29th  
July 2018 - Jacqueline Mel-  
lor of Just Jaq Photography



## Museum Organisation -

Not all members may be aware of the behind the scenes work that takes place to keep our museum running on a day to day basis, so I have been asked to provide a short update.

*By Peter Robinson*

Following discussion with consultant Sam Hunt earlier in the year, it became clear that our organisation structure needed a refresh to allow other volunteers to get more actively involved and to share out the duties that previously fell on a few key individuals.

A draft organisation was revealed at the AGM and I'm pleased to say that several people stepped forward to help. The number of changes is a few too many to list here, but please check the Principal Officers Page for details. There are plenty more opportunities however!

Following a high-profile incident at another heritage railway a new post (Head of Rolling Stock) has been created to coordinate the management of all of our rolling stock and provide a single point of contact to determine which vehicles are fit for service. Our thanks to Tallon Avery for stepping up to this role.

One of the key sections of our organisation is the Heads of Department committee. This group meet around every four to six weeks and discuss completed and upcoming work within each individual area. This allows teams to prioritise work and programme activities that require support from other Museum functions. Recently these sessions have been coordinated and recorded by Jack Plumb who has done a superb job in addition to his Head of Signals duties. Due to other personal commitments however, Jack wishes to step down and I would very much like to hear from anyone interested in taking over the coordination and note taking tasks.

In addition to the engineering functions, there are several vital business roles that support the Museum and may be ideal for those who are not able to get to site as often but would like to help. In particular we are actively looking for volunteers to fill the following roles:

Membership Secretary, after Linda Robinson expressed a wish to step down (full training and guidance will be given).

Data protection officer (new rules around data management require a designated person to manage the policies, collection and storage of personal data).

If anyone would like to learn more, please do get in touch with me.

*[Editor's Note - Please see the revised Principal Officers page of this magazine, which can be found on Page 39, if you are interested in filling any vacant role, please contact Peter Robinson.]*

## Curator's Update -

Read about the developments in the Curatorial Department.

*By Adam Culling*

As many of you may have noticed, it is August and I'm still here at the Museum. Thankfully my 6 month contract has been extended for another 3 months, which will allow me to continue with my current projects and line up a few more projects for Jaki to take over in November (sorry Jaki!).

Work continues on producing some new panels for inside (and outside) the Heritage Centre. We are now fine-tuning many of the panels, so you should start seeing them appear in and around the Heritage Centre very soon. Team Wednesday are doing a smashing job building some new plinths and low-tech interactives to complement the new display panels.

The serious backlog of the infamous 'E705' donation is pretty much complete, and with over 550 items associated with this donation now catalogued, I am relieved that the job is finally done. The costume volunteers are also coming to the end of their time here. They have been responsible for creating an accurate and detailed database of all the uniforms held in the Museum Storeroom, and I'm sure it will be a valuable tool to help rationalise which of those items should be accessioned into the Museum Collection.

We also have a couple of new volunteers working with the Curatorial Team. Philip has begun working on auditing the entire Collection, ensuring every item can be accounted for and updating our Collection Management database as needed. Chloe is a recent conservation graduate and doctoral candidate, whose experience and knowledge of conserving museum collections will no doubt be crucial in developing a strategy for ensuring the EARM Museum Collection will still be here for future generations to enjoy.



► Philip working in the archive store on Curatorial business on 10th August 2018 - Adam Culling

## Team Wednesday Update -

It has been another busy period for TW with a number of projects completed and more underway.

*By Tony Foster*

TW have undertaken a number of builds for the proposed new Mini Rail. The first construction was that of a Signal Box for Mini rail traffic control formed of four side panels, and the floor. The unit was put together as one would erect a shed; the roof was added in due course. The timber was provided by a local sponsor, Nordic Timber Ltd. The structure has been moved to a site opposite the Heritage Centre, where the cladding and the other finishing touches have been added. For the time being, the building will be used as a further display area until the construction of the new Mini Rail line is complete.

A second large project was the conversion of the old A2 Building into a railway station, also for use with the Mini Rail. This involved completely refurbishing the interior to fit the requirements of Mini Rail: - Ticket Office, Waiting Room etc. As with the Signal Box wherever possible we have used recycled materials; in particular windows salvaged from other buildings. Some further work and research is required with regard to creating a suitable platform canopy that will look good but is also robust enough to withstand the winds that can sometimes blow across the Museum site.

There is a lot of cooperation in place between Team Wednesday and our counterparts in Team Thursday, particularly with the development of requirements coming from the Mini rail

operating group.

The white building (B1) has also had a refurbishment. The old carpets have been removed, the bare floor has been painted and storage cupboards have also been built. This should improve the utility of this space.

The Pump Trolley renovation is also approaching completion. A new oak frame was constructed, and the operating mechanism that propels the trolley was overhauled. There was a lot of head scratching by those involved to understand how it could be made to work. Eventually, somebody had a 'Eureka' moment and realised that the operating mechanism had not been installed correctly on a previous occasion! This may well have been a deliberate act to prevent its use, but the Trolley now works as it was designed to do. A suggested future use of this machine is as a display attached to a screen, such that pumping would create the impression of movement along a "virtual" railway track.



► *The Pump Trolley mid repair*  
- Tony Foster.

► *The valance around the Thompson Building - Lawrence Beeching.*

Other projects: A window has been added to the permanent way hut. A refresh of the Pub has started, storage racking has been made and painted, and this will be used to store bottles and also beer barrels. Display units are in production by TW on behalf of Adam and Jaki the Museum's curators.

Another project we have taken on is to produce a suitable design, then the manufacture and installation of a valance around the Thompson Building, in the style of the 'toothed' vertical panels, ("daggerboards" some say) reminiscent of the old-style railway canopies. The intention here is to brighten up a rather dull building

A crossing gate has been built; it will be placed eventually, to protect museum visitors adjacent to the Railway Clearing House office. Also, a Level Crossing signal lever frame has very recently been serviced and prepared for future use, possibly in the short-term in the MiniRail signal box referred to earlier.



## Matchstick Models Part 5 -

The N7 - A New Build Locomotive?

*By Ian Bates*

You will recall that I have made a number of matchstick model locomotives, and upon the return of the N7 to Chappel I knew this was going to be my next one!\*

As with all good locomotive builders, I started work with the frames, complete with stretchers, and then went on to complete the motion within the frames. Construction of the boiler followed, using the usual cardboard tube technique. From the centre of a kitchen roll, fortified with bulkheads to stiffen up the tube, it is the equivalent of one boxful of matches to complete one circuit of the boiler.

Assembling the frame, boiler and footplate came first, followed by cab and fittings where appropriate. Next was some lathe work. Wheels, chimney, buffers etc. were completed, not forgetting the complexities of the brakes. As I write this, I am now at the stage of fitting the last few items and the model will be ready for varnishing.

*\*At the time, I did not have drawings of the N7 but measuring the actual locomotive was probably a better option. With tape and notepad I took all the essential dimensions, and completed my own drawings.*

*[Editor's note - due to space constraints, we have been unable to print Ian's photos from the construction, however these have been uploaded to the Member's website for you to view.]*



# Dennis Manchee - Obituary

*By Various Museum Members*

Dennis Manchee was an active member of the Museum for many years and, indeed, held many roles within it. He passed away on 13th July, aged 83.

Dennis was born in the Southampton area and retained his Hampshire burr all his life. He worked for the old GPO Telephones Division, and a series of promotions took him to the London area, where Dennis and his wife Joyce bought a house in Romford.

His life-long interest in railways led him to attend meetings of the former South West Essex Branch of the Museum, and although he was never on the Committee, he became involved with the Romford Railway Exhibition, which was organised by SWEB (as they were known). This event was a major fundraiser for the Museum, and the said Committee would often descend on him for their planning meetings, where he is remembered for being a convivial host. Through this entry into the world of the EARM, he became one of the early volunteers when the Bookshop started opening in mid-week, in the early 1990s.

He subsequently became Trading Company Director during the period 1995 -2000, principally looking after the Bookshop, then situated on the first floor of the Station Buildings before it was re-located to the new Visitor Reception Centre downstairs.

It has also been noted that Dennis was the

founder member of the GPO/ BT Telecomms cohort at the Museum – which has at least 9 serving members at Chappel



After this he became the Museum's Membership Secretary, another important job. Here he will be remembered by former VRC staff for his catch-phrase "I have never lost a member yet" when he would call the reception to discuss Membership issues. As membership secretary, Dennis would, along with his wife Joyce, co-ordinate the time-consuming task of preparing "Stour Valley Steam" for postage

to members. This was another task that VRC staff at the time will remember him for, along with his system that involved multiple boxes and piles that only Dennis could explain! Dennis was always keen to ensure that the postage was purchased from Chappel Post Office to help keep them in business.

During the 2000s Dennis would also routinely help the VRC staff at Day out with Thomas and Santa events, usually found assisting on a till somewhere either in the reception or the Catering Hut (as the Chief but only Cashier!). First thing when he arrived he would greet the others with either a trivial question or a clue in a crossword for us to ponder on throughout the day. Often the answer would be humorous or even stupid!

Dennis' assistance in the VRC at such events was always much appreciated and it gave the

staff a chance to listen to his many stories from running the Bookshop and of various Museum characters and their escapades in the 90s, in particular his tales of when Lovejoy was being filmed on site and that the train crews on the Sudbury branch knew to stop and pick him up in the evening, even though the service was booked to run through Chappel non-stop!

Dennis gave up the Membership secretary role in 2011, having given a year's notice to find a suitable replacement.

In later years Dennis was still a regular on site at Thomas days, keen to help wherever he could and filling in covering the Platform 1 gate line along with his former bookshop colleague Peter Clampin.

His funeral was held at 2.40 pm on Monday 6th August at the South Essex Crematorium, Upminster. It was well –attended with over a dozen EARM members being present. This was followed by refreshments at the nearby "Jobbers Rest", where mourners were able to meet each other and the Manchee family to reminisce about Dennis' life.

Dennis will be sadly missed by many both at the Museum and elsewhere. Our condolences to his wife Joyce, their children and grandchildren at this difficult time.



# Len Fisher - Obituary

We have learnt that Len Fisher, who was a founder member of the former Stour Valley Railway Preservation Society, passed away on June 11th 2018, aged 98.

In the course of a long life, Len had a varied career. During the war he served on submarines but in later years he worked for Dawson's, a TV aerial and repair shop in Sudbury.

He was very involved at Chappel in the early days as part of the old SVRPS Sudbury Branch, which met regularly at the Great Eastern public house near Sudbury Station.

He had a 5" gauge "B1" locomotive, and is remembered for his work on the original Miniature Railway on Platform 2 at Chappel Station.

His funeral was held at St Andrews Church, Great Cornard on Wednesday 4th July. Our condolences to his children Pat and Robert and all family and friends

► *Len Fisher and Dennis Walker secure the first length of rail to be re-laid in Chappel Yard - Photo by Bob Radford*



# EARM Express News -

Small amounts of Museum news, delivered to you in bitesize chunks.

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

## GRESLEY COACH

Mike Stanbury would 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](mailto:mike.stanbury@earm.co.uk). Prints or transparencies may be left in the Visitor Reception Centre for him to scan and return if required. (Please ensure donor's name and address is clearly marked).

## 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](mailto:news@earm.co.uk)

## 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.

Our grateful thanks to all who have donated books to the Museum.

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 over 500 titles. 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 Phil via [schools@earm.co.uk](mailto:schools@earm.co.uk).

## STATION BUILDING REPAIRS

Kevin and Rob have recently carried out some much-needed repairs to the guttering and associated brickwork at the front of the Station Building. Amazingly, the work was completed before the weather broke! (More detail can be found in the Plant & Equipment Report, elsewhere in the Magazine). It is hoped to undertake more extensive repairs to the frontage at a later date.

## CHELMSFORD WATER TOWER

Team Thursday have completed the framework, which will cover the water tank. It is expected to be installed after the Beer Festival. See Page 30 for full update.

## MUSEUM INTERPRETATION

Over the past few years Jaki has been the Head of Department for Interpretation at the Museum. Although she tries to talk to as many people as she can, there will always be those that are missed.

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

## GAUGE ONE SOCIETY

There was a brief mention in the last magazine about the Gauge One Society (East Anglia-Group) ceasing exhibiting in the Goods Shed. Keith Tomlinson tells us that it has in fact been thirty years that they been hosting this event.

Our grateful thanks to all those involved in putting so much time and effort into this activity over so many years.

The photo shows the group putting together their display in the Restoration Shed in 2007.



## 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](http://www.gersociety.org.uk). Click on "Sales" on the left, then select "Photographs."

## 50TH ANNIVERSARY OF THE SVRPS

Thanks to those who have supplied memories and photos of the early days of the SVRPS, if anyone else has anything they'd like to share, please contact us either via [svs@earm.co.uk](mailto:svs@earm.co.uk) or write to us - SVS, c/o East Anglian Railway Museum, Station Road, Wakes Colne, CO6 2DS.



# Words from the Works -

By Allan Robinson

**No 54 (aka Thomas)** Has performed well this year with trips to the NNR and Holland on Thomas duties. The new brake valve has been a great improvement , giving much better control over braking to the locomotive .

**Jubilee** Has once again done sterling work on the Rail-Ex and Driver Experience days, as well as a trip to the NNR in the guise of Percy.

**No 11** has had 42 firebox rivets changed and successfully passed its boiler exam earlier in the year then worked throughout the summer on its duties at Chappel.

**Lampport** is progressing well with nearly all frame repairs complete. 2 new axle box keeps have been manufactured and the loose eccentrics have been sorted courtesy of John Bicknell. Once the cleaning and painting of the frames and wheels is complete the wheels can be fitted and assembly of the chassis can begin in earnest. It is hoped to fit the wheels in September. Progress on the boiler is at last moving forward; all the new plate-work and foundation ring have now been delivered, the front tube-plate lower patch has been fitted and is now awaiting the attention of the welder. Likewise, once welding of the throat-plate patch is complete ,re -riveting of the boiler can begin in earnest.

**The old Witham Goods Shed windows** which are to be used in the new Running Shed have now been refurbished, Peter Suckling has been slaving away on them for most of the summer and has now returned to work on the Simplex.

**The Coal Truck** is now nearly finished thanks to the efforts of Dick, Tony, Martin and Ron and is almost painted externally, There is still fair bit of cleaning down and painting to be done on the inside before it can be out-shopped and join the rest of the Collection on display.

Ian Rushbrook has been beaver away on **Toby's engine** which has now been run, Cheers all round! Once all the niggling bits have been sorted out we look forward to see it moving under its own steam. *(Are you sure about this, Allan? -Ed.)*

Other jobs on the go are a jib support beam for the rail crane ,spring hangers for the GER coach No 308 and a display stand for the model B12 .



# 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:

Ray Baker, Ellie Barclay, Christine and Paul Bowtell, Martin Campbell, Paul Cording, Christopher Cracknell, Ray and Siranee Edwards, Martin Gibbons, Gary Grant, The Hooper Family, The Johnson Family, Andrew Kavanagh, Nigel Pulham, Dale Rout, Brian Thrower, Joshua Webb and Daniel Wright.

We welcome back the following as returning members: Paul and Victoria Myerson.

Best wishes to all those members who are recovering from surgery or are otherwise unwell, including Chris ("Bookshop") Johnson.

We regret to announce the deaths of Dennis Manchee and former member Len Fisher.. An obituary for Dennis Manchee, Len Fisher and Roger Elkin (news of whose death we just managed to get into the last magazine) appears elsewhere in the Magazine. We offer our sincere condolences to all their friends and families.

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.

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.

Finally, a reminder to those members who have not yet completed the GDPR Form which was enclosed with the last Magazine, that could they please do so. Either drop the form in to Visitor Reception, addressed to me, or include it with the renewal of your Membership.



## Miniature Railway Update -

Since the last article on the project, if you were to look at the site, you could be forgiven for thinking not a lot has happened, but I'm pleased to say it has.

*By Tim Rice*

There have been design changes to the station area, mainly in the way of adding a station building! Footings for said building have been dug, services have been finalised and the ground has had its final preparation ready to receive hard-core. Thanks to the purchase of a new piece of equipment, laser levels, (see Plant and Equipment News) we have been able to level off the foundations to fine accuracy which will make life easier later on when constructing platforms and laying the track.

September will see all the hard-core, rubble, concrete and bricks sitting in the set down area run through a crusher and turned into Type 1 ballast to be used as a foundation for the track bed. This was due to be completed by now but has been delayed due to issues with obtaining the correct equipment from hire companies. A solution now should see a contractor perform this task for us. This will prove to be cost effective, and will recycle materials onsite and utilise otherwise unusable land.

Elsewhere on the project, looking behind B1 building you may have noticed a signal box rapidly coming together. Details on this build will come from Team Wednesday who are doing a grand job of constructing this. Originally this was planned to be sited on top of a shipping container being used as a temporary depot. The idea was that this would make for a good vantage point over the railway, gaining optical vision across the field.

Being the thinking types that we are, an alternative location was proposed and after discussion and a vote, the signal box will now be located next to the station just off the road crossing. This will make for a more fitting location and complement the station itself. It might mean the Signaller also gets the job of Crossing Keeper, however! That is of course if they don't become semi-automatic. Automation project anyone?

At the far end of the current site (adjacent to the Staff Car Park) the land had been made up

to meet the level of the track running behind the Thompson Building. This is to accommodate a 40ft container to be sited at the end of the line for Phase 1 to form an interim depot until such time as a location and design has been planned and agreed on for a full depot. This area has been finished off with top soil redeployed from a large surplus supply within the front fields. Thanks go out to Kevin Watson who has put in a lot of time and effort in manoeuvring this soil to the site whilst tidying up the areas both where the soil was piled and where it has been deployed to. It is planned to seed this area to minimise the impact of the build and hopefully enhance the local area.

Keep an ear to the ground as there may be news on the rolling stock front before long - that's all I have for now!

## A Steamy Vintage Encounter -

An event updated from our previous War on the Line & 1940s events.

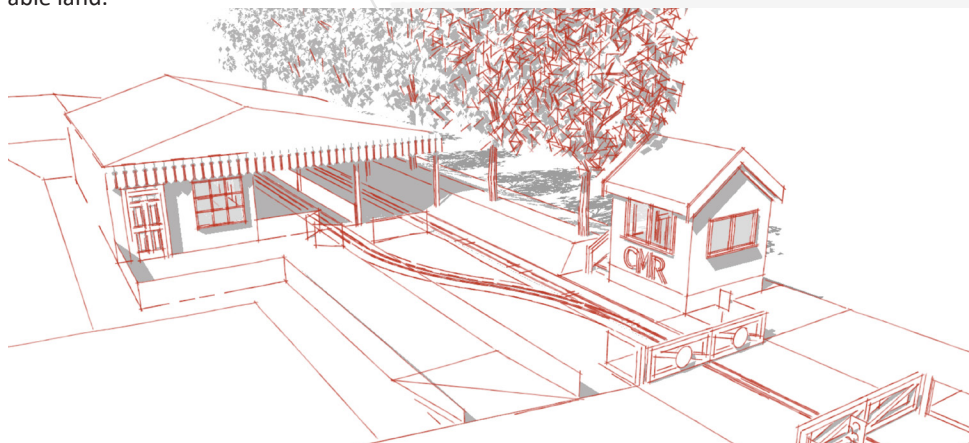
*By Anne Brown*

This was the first event of its kind at the East Anglian Railway Museum. Can you believe it though there has been a heatwave for months then on 29 July the rain came which was very welcome but could have held off for just one more day! However, it didn't dampen the spirit of all of those that came along; there was a real Dunkirk spirit around the place!

Vintage stallholders, music from Fox Wiggle and Sass, fantastic music from Double Trouble, the public were treated to steam train rides, the Pump Trolley and afternoon tea at the Station Café. All in all a cracking day, along with re-enactments a real step back in time!

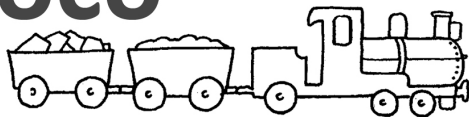
Steamy Vintage Encounter was organised by Anne Brown who has a vintage style flower shop in Sudbury Suffolk. "Juniper Flowers". If you haven't been then you must do so. Anne and the team sell vintage style reproduction swing dresses alongside beautiful flowers, for all occasions, weddings funerals, or just because! Pop in and see Anne or contact her on 01787 310022 or visit [www.juniperflowersudbury.co.uk](http://www.juniperflowersudbury.co.uk)

Have a look at the colour sections of this magazine for some photos of this event, or visit the gallery by Jacqueline Mellor of Just Jaq Photography at <https://goo.gl/p9JmUW>.





# Pete Martin's Plumb Loco



Lest we forget, the Museum is not only a hobby for some of us, but has to be viewed as a visitor-led attraction which portrays the story of the evolution of our rich railway heritage. This has been taken for granted over the years, but now remembered by so few. The Museum provides the means to extol the virtues of all those aspects which blend together a rich diversity of skills necessary to uphold all that we portray to "Engage" those visitors to be "Educated", "Enlightened" and "Entertained". The 4 'E's – are the virtues offered to and heralded by many of those visitors who pay to see what we are up to. There is an emerging fifth 'E' – and that is that they are "Enthralled" when time out is taken to show them around the site.

One of the many questions asked by visitors, is how long does it take to restore items, which can only be answered by "How long is a piece of string?" Typically, the Americans came up with a scientific answer to that with some massive equation which nobody understands.

The more logical answers would be dependent on the following:

- A. The rarity value of what we have.
- B. What you find wrong with it when you pull it to pieces – but once you've done that, you're committed.
- C. How much money you can throw at it.

D. Availability of the materials to do it.

E. The cross section of people with the skills to do it.

I suppose the most important is 'B'. The biggest stumbling block with everything is this, closely followed by 'A'. 'C' & 'D' are probably immaterial at this juncture because there's always someone out there who can do something, but it nowadays it depends on 'C'. Some blighter is only in it for what they can get out of it, and maintaining the 'spirit of railway preservation goes out of the window. However, with the failure of a local company more recently, 'D' becomes more challenging, but we're not the only ones to experience this problem. Their failure affects most of the heritage railway movement with respect to engineering aspects like pipe forming, supply of replacement of consumable items for steam engines like tubes and boiler welding, plate-work and, most of all, the knowledge to do it. Every time one of these companies folds, you lose not only a major supplier, but the expertise with the engineering aspects which the heritage railway industry has relied on for years.

Returning to our initial consideration of what the visitor wants from us. When taking groups around recently to make up for the shortfall of other things which visitors would expect – like a ride on the miniature or even a ride on a steam loco, one tries to engage those visitors elsewhere. Whilst the tour you give them is well appreciated, with an explanation of

the historical aspects and technicalities, one of the emerging pictures is the challenges involved

with the younger person, and is a concern where other museums have turned their backs on hands-on reality, expecting to cover things in a virtual reality world in line with the academic based educational curriculum, which teaches kids to view the world through a computer screen. This is all very well until the interactive displays break and don't get fixed because there isn't anyone to fix it.

We wonder if the education system is teaching the wrong things. Not wishing to enter into a political debate, but surely there is more to life than a 6 inch screen and a degree in Origami and social media studies – or should that be anti-social? We hear more and more about how many people have no life skills of the sort you acquire by banging a nail into a piece of wood, sawing a lump of metal, knowing what a light bulb is – let alone changing it – or being able to read, string two words of a sentence together, or even use a pen. This and the general change in work ethic has become prevalent in many other fields at a more national level, and ultimately affects 'E' in the time factor of any restoration.

What has emerged over the past few days to take time out with numerous family groups, is the lack of knowledge of anything historical – even though it is explained – being met with either intense interest or "Wotevva" – mostly the latter. When the kids don't even know where Bristol is in relationship to London, or where Southend or Glasgow is, it leaves you wondering about the future of museums gen-



▲ The 04 about to be unloaded at Chappel on 4th July 2018 – David Reeve

erally, with many aspects becoming seemingly bland and lifeless as time goes on – as seen in other areas.

At least – currently – we can bring our Museum to life and provide the foundation of a learning experience for others to continue, albeit on an informal basis, where younger members – and interested visitors have gained a valuable insight into life in general, and the rail industry in particular, with some progressing into that field.

Food for thought.

As we slide gracefully from a recent and successful Thomas event into the 32nd Annual Beer Festival we return to our own back yard. The 04 diesel D2279 has finally returned after protracted repairs which have centred on a complete bottom-end overhaul, but is still not available for full operation because of other pre-existing defects with the vacuum brake exhaust oil seal failure. A full repaint to BR green livery is also required.

No 11, the ancient Barclay of 1905, is currently withdrawn due to a problem with one of the main steam supply pipes to the cylinders. This has a small pin-hole defect, and is sub-

ject to one of the problems highlighted under 'D' at the beginning of the article.

'Lampport No 3' exemplifies 'B' & 'C', where what was originally thought to be a cheap job has developed into a DIY boiler kit - glue not included,- but the priority is to complete the chassis by refitting the refurbished wheelsets.

Generating an amount of local interest is the DRB E79963. One of 5 built controversially by a German company in the late 1950s, when British Railways was entering a transitional change from steam to diesel traction and reviewing the economics of many rural rail lines, its restoration progresses with the completion of internal repairs which have seen the entire interior gutted to repair the steel framing. Having refitted the main drive prop shaft, a recent snap decision to give it a shake-down trial entertained many members on site at the time, - and the people on a passing branch train! Driving it was quite an experience, although we would like to find a set of keys to operate it as we never got those when we bought it. After the novelty factor wore off and a couple of other problems experienced with some air leaks, it was returned to the toy box for further remedial attention. However this was recently thwarted by a screw through a conduit which shorted a batch of wires and gave a permanent feed on the door close circuit trapping the occupants within! *(This would be an interesting picture – Ed)* The fault has

► Ian Rushbrook guiding Toby's repaired engine onto its mountings while Peter Martin (out of shot) operates the rail crane on Saturday 7th April 2018 - Graham Farrell



since been rectified and other work continues with the refitting of the characteristic aluminium trim mouldings to the external panelling and attention to the mechanical door latching mechanisms.

A great cheer went up a few weeks ago when Toby the Tram Engine's return to operation was advanced with an initial run- up of the rebuilt and unique Leyland power unit. Suffice to say it was a bit noisy as it hadn't had an exhaust silencer fitted! There has been an intense visitor interest shown in its rejuvenation at our recent Days Out with Thomas event. However, there is still a way to go fitting all the fiddly bits back on which all adds to the time factor before it can return to service.

The restoration of the Simplex Railmotor sees sporadic activity in between other things like making a jib support for the Plasser Theurer crane and bits for the DRB - and now a Beer Festival.....

More soon from our prestigious newsletter which will contain the bits I've missed or haven't had the time to include.

## Estates Report -

Ok, so just be warned - if you plan on heading up three positions you may end up with a lot more columns in the magazine than you thought!

By Tim Rice

So I am sitting in the 2018 AGM and I'm hearing the call for help on various fronts. Telling myself quietly, "You have enough to do, know your limits". "But look at the Estates job, surely," "No, someone else is bound to come forward and step into this much needed role."

So I leave it for a while, in the meantime looking around site and what we have, which in more recent times has been added to, when you think about it, with the addition of the Front Field and the ever developing Orchard area., The original site limits this must have doubled in-size, with the addition of these two acquisitions.

Anyway, what we have at Chappel is very special and something for us all to be deeply proud of, but as we all go about our tasks around the site, this needs to be looking its best and performing well. The hardest part is seeing what we as regulars are blind to, where as to a customer it may be obvious. It is not unheard of that potential rental of our facilities have been turned down due to the visual condition of some areas of our site; sad news given the time we have been here.

So anyway, in the absence of any other candidates, I put forward an offer to

► The repaired brick work around roof line and resecured guttering - Tim Rice

head up the Estates Department, knowing full well this would add to the pressures of keeping on top of my commitments thus far. I largely see my role as facilitating and supporting those already doing those works around the site that fall under the umbrella of "Estates". This is a vast department and covers all-sorts of activities from cutting the grass and weed killing, installing services like water, sewage, power, and preventative maintenance and repairs to our buildings.

The first successful job completed was to enable Kevin Watson to conduct vital repairs to the Station Building where brickwork and gutters had come adrift. In only three days, Kevin made safe several areas of brick work, secured over half of the guttering on the front facade and re-fixed loose roofing tiles. This is just one example of the many jobs that are required in order to maintain the site in good order.

Now, it is worth noting that I am not walking





into this role completely blind. Many members will know I started my adult life as an apprentice for “One” Railway, as they were known at the time. Although now employed under a different franchise I still work for the same people in effect; now known as Greater Anglia. However I’ve moved around within the organisation and for the last 4 years I have been working in the Building Services Department, in the Assets Management section. This is a very similar role and where many skills are required to perform an array of preventative and reactive maintenance, repairs and installs not only on the actual building but the machinery therein. This includes the fixtures and fittings and the like of wash-plants, pumps, boilers, hydraulic equipment, air con, automated equipment, right down to pigeon culling. The list can seem endless. This is a role I find comes naturally to me and which I enjoy. Currently, I am looking after Clacton Depot whilst still being based at Ilford. So I would like to think my skill set is expanding and I can use this to advance the Estates Department at Chappel in a positive way.

So, if you are interested in helping out in this Department or are already doing work which falls under the “Estates Umbrella”, do have a chat when you see me around site. Likewise please do make me aware of any work required or concerns you may have. This may be a leaking roof, wonky sign, broken handle, or even a light bulb that needs changing! I will endeavour to see that

it gets the attention required. Our site is quite large and varied in function, requirements and nature. Almost all of it is open to the public eye, and I would like to take this opportunity to thank you for all that work, which contributes towards maintaining such a special slice of heritage.

## Obituary - Roger Elkin

*By David Reeve, Kenneth Crane & Bill Santer*

The late Roger Elkin was the former Chairman and Secretary of the former North London Branch (NLB) of the East Anglian Railway Museum (EARM), which subsequently became “The Enfield Transport Circle” (TETC).

Roger’s first visit to an EARM-NLB meeting was in December 1992, when he was invited to attend one of the late Bob Todd’s ‘Xmas Special’ presentations. However, Roger had already had contact with the former SVRPS-NLB in the 1970s - when our late Hon. Branch Secretary, Ian Thompson, used to organise local model railway exhibitions – to raise funds for the SVRPS-Chappel. Roger, a very keen railway modeller since childhood, offered to design and run the model layouts. In later years Roger would go on to become Chairman of both the Enfield Town & Harrow Model Railway Clubs.

Roger became a member of the EARM and the NLB in 1993. He soon progressed to positions of responsibility at the NLB. In 1994 he was elected to be Hon. Branch Auditor and also acted as Branch ‘Minutes Secretary’. In 1996, due to the resignation of Ian Thompson – Roger was elected to become Hon. Branch Secretary. In 2003, due to the resignation of Hon. Branch Chairman, Wilf Aston – Roger was elected to become Hon. Branch Chairman & Secretary. In 2014, Members of the NLB voted to leave the EARM, and become TETC. Roger continued in his posi-



◀ Roger Elkin and the Enfield Transport Circle during a visit to the St Alban’s South Signal Box on 1st August 2017

tion, and became TETC’s first Hon. Chairman & Secretary. Apart from his official duties, Roger would do regular presentations to the group and other interested groupings – which were very varied, many were about UK railways and transport, but often European & Worldwide – which reflected his enthusiasm for visiting and riding railways of all types around the world!

Roger was a publicly generous person, and as such welcomed members of the NLB, TETC and other groupings - to his home to “play” with his ‘O’ gauge garden railway, and five other indoor layouts! The NLB’s first visit was in December 1993, and from then on, a visit to Roger’s for his Christmas ‘Mince Pie Specials’ became a highlight of the year for the next 24 years!

Roger unfortunately died suddenly in March 2018 aged 70. His funeral was held on 12th April at St. Luke’s Church, Browning Road, Enfield. The traditional Church of England, Eucharist service lasted ninety minutes. It included, Roger’s favourite hymns, and personal, model/preserved railway and Enfield Scout movement tributes. It also included a video presentation by Roger (2016) - which documented key events in his life. There were approximately 230 congregants mostly seated, some standing. TETC were represented by Hon. Executive Secretary, Kenneth Crane, and ten other members. The service concluded with the organ playing Coronation Scot by Vivian Ellis (1938), and there was one token floral tribute - a version of an LMS Stanier ‘Pacific’ - Roger was aficionado of the LMS railway!

Roger will be sadly missed, by his TETC friends and colleagues, and others across the transport enthusiast and railway modelling communities – both local and national.

The EARM, would like to take this opportunity to extend our condolences to his partner, Ann Reynard, and his many friends, and particularly fellow members of EARM, its former Branches and TETC.

## Plant and Equipment News -

Unused plant sitting around, a re-investment opportunity: sell the unwanted, buy the needed. Makes sense, right?

*By Tim Rice*

Not long after taking on the role I looked into our fleet of machinery, listed what we used and need and what we don't, and short listed a few items for sale. To date, 2 ex-Army trailers, 1 ex-Army cement mixer and 1 cherry-picker have been successfully sold; generating much-needed cash to finance equipment that is required to undertake various works on site.

Sounds straight forward, and with such tools as Ebay etc. surely the task is easy?

Not when you offer to get involved in the transport of an item in an effort to hurry up the removal process. That's the mistake I made to help the buyer of the ex-Army cement mixer in order to wave it goodbye. This 1966-built Swedish bit of kit was won by bidding on Ebay and was destined for Africa. The task of removal became complex when the weight and size of the piece was realised by the buyer - sometime after purchase, despite clear information stating the spec in the advert. On realising the item would not fit in a shipping container and watching a recovery truck arrive from London only for the driver to take one look and laugh it off, I stepped in to help out with a solution. Some two months I believe had passed since sale; not sure, it was a long time ago! At one stage I forgot it was sold and awaiting collection, and had to remind myself!

All manner of havoc was going on in the background between me, the seller, and his right-hand man. Net result headache! So as I write this, the mixer was waved offsite first thing in the morning at the second attempt by David

Watson Transport, headed for Tilbury Docks. Lesson here: do not get involved and offer to help out. Stick to the terms "Buyer Responsible for Collection"

When all that is said and done, by selling some of the assets that seem to sit around our "set-down area" we have been able to invest in some really useful equipment. Some of the funds raised have been re-invested into purchasing a rotary laser and associated equipment. This has already proved to be a very useful tool. In conjunction with a receiver that can be affixed to our mini digger, grading, levelling and making up ground become a one man operation, laser guided. Set up of the equipment takes 15-20 mins and has a range of over 300M. This is particularly useful when working on a grade say 1:100 which is what the MR2 (the new miniature railway) main line will be on. Set the equipment up to that grade and away you go. The equipment gives a constant read out through a series of coloured LEDs informing the operator when your bucket is high, low or correct to the desired depth. This makes what otherwise can be very time consuming and a 2 or 3 man job all possible by one man sat in the machine.

This is only one use for this equipment, there are various other uses and I would be happy to demonstrate this to others who feel that they would like to know the workings.

Congratulations go to Andrew Cullum for passing out as an operator for our JCB front loader. This is particularly useful for Andrew working on the Permanent Way as this machine is capable of the heavy lifting and trans-

porting of the likes of rails and sleepers around site.

Pre-Shift Inspection Forms are due in shortly. They will help us keep track of our machines' well-being and attend to any issues arising, which should mean less down time and more efficiency. More news about this will be directed at the users.

► *The Rotary Laser and MiniDigger setup being used for the groundworks for the new MiniRail line in the former Orchard area of the Museum - Tim Rice.*



## The Summer Steam Gala

*By Jack Plumb*

This year's Summer Steam Gala occurred on 8th July and was once again organised by Michael Sanders and myself. The theme of this year's event was focused around celebrating 50 years since the end of British Railways Steam and 50 years since the formation of SVRPS. Now, we are in no position to really run a re-creation of the "Fifteen Guinea Special" train with a Black 5 and a Britannia, as much as Michael tried to convince me otherwise! Instead we tried to focus on how the Stour Valley Railway Preservation Society and, subsequently the East Anglian Railway Museum have kept steam alive since 1968.

To this tune I put together a photo display of every steam locomotive and crane that has run at Chappel, some 38. Endless emails between Rob Boyce and me established what we had and what we didn't have in terms of photos. The good news is that the holes in the main Museum Collection have now been filled with the help of a number of people. The event itself was well attended, considering the hot weather, and a mention of thanks must be given to all of the operating crews which pushed on throughout the day. If you didn't get a chance to visit on the day then I'm sure you will see the excellent photos of the event throughout this magazine.

The planning has already started for next year's event, now how about a visiting engine?

► *The displays in the Goods Shed - Liz Larvor*





# Volunteer Co-Ordinator's Report Incorporating the S&T Dept.

*By Jack Plumb*

At the last AGM some of you may recall I volunteered (stupidly as some would say) to become the museums Volunteer Coordinator. My two aims are to attract new volunteers to the museum and to improve the offering available to existing ones.

I am currently working, with the help of others, to review our Volunteering Information Pack to bring it up to date and to the same style that work well at other railways. Hopefully, a number of you will have joined us for the Volunteers BBQ and I am pleased to announce the next planned social event will be a group visit between Christmas and the New Year to another heritage railway. Talks with railways and currently ongoing but watch this space.

Attached to your magazine should be a Volunteer Registration Form; if you are or are interested in becoming a volunteer please fill this out. It enables the museum to keep an accurate list of contacts for our current volunteers and enables me to contact you with details of more social events.

If you have any questions or suggestions please see me on site or email me at [volunteering@eam.co.uk](mailto:volunteering@eam.co.uk)

Our first volunteer event took place on the evening of 25th August, after a successful Thomas Day, and more than 50 members attended the Museum's Summer BBQ. An enjoyable evening was had by all who attended with countless burgers, hot dogs, drinks and cakes consumed. Michael and I hope to bring you more of these social events in the future, with a visit to a heritage railway being looked into just after Christmas.

Thanks must be passed on to Tim for providing the BBQ, Josh for his excellent onion cooking skills, Michael and Liz for sorting out all the food, Sally for making her delicious cakes and Linda and Mark in the pub.

## *Quickly Changing Hats* - Semaphore News from the S&T Dept.

Work is progressing on the Signal No.3 replacement with the base hole now dug and ready for concrete. We plan to align this with a concrete order that the Miniature Railway 2 team have coming in. Meanwhile other work has looked at designing the South Box installation with numerous different designs being considered.

Peter and I flew the S&T flag at the recent Swindon Panel Society Weekend at Didcot by taking the museum's Thorpe-le-Soken panel for display. Along with much interest taken away from the weekend a platform indicator also came home with us. Graham is turning this into an OFF indicator for the Goods Shed.

Thanks as always go out to Mike, Graham, James, Peter and others who have helped through the past months.



▲ Mark Fogg Elliot raises a glass beside the N7 at the Beer Festival on 6th September 2018 - David Reeve.



Peter Robinson and Jack Plumb pose near Number 54 during the Summer Steam Gala on Sunday 8th July 2018 - Liz Larvor. ▲

▼ Just how many people does it take to cook a burger? Various members await their feed on the Volunteer's evening on 25th August 2018 - Jack Plumb.







▲ An aerial shot of the main Museum yard during the 32nd Chappel Beer Festival on 7th September 2018 - Gavin Chester.

▼ Andrew Wing, Ian Rushbrook and Jennifer Collison demonstrate the Guard's flags during the Summer Steam Gala on Sunday 8th July 2018 - Phil Ainsley.



▲ The Line up of Locomotives in Platform 2 during the Summer Steam Gala on Sunday 8th July 2018 - James West.

▼ Peter Robinson and Mike Nicholls in Chappel North Signal Box during the Summer Steam Gala on Sunday 8th July 2018 - Phil Ainsley.







▲ Mark Fogg Elliot props up the BR Brake Van, with Isaac Ferneyhough as the guard during the Summer Steam Gala Event on 8th July 2018 - Phil Ainsley

Pete Martin presents the award for the Best Car at the Transport Event on Monday 28th May 2018 - Mark Cornell ▲

▼ Alastair Holmes with Sir Topham Hatt, The Fat Controller, on Platform 2 during the Day out with Thomas event on Monday 27th August 2018



## Archived Records -

An update from Graham Wing on the Museum's museum of paperwork.

Once again, a thank you to all who have sent us fresh (to us) documents for the archives. We have recently received 4 x Four-Drawer filing cabinets as a business donation which allows us more filing space to store our documents. They also allow us to have the occasional re-organisation of our existing sequence. At present, we are working through recently acquired records to mix in with the existing Collection, ensuring that we weed out duplications as we proceed.

The first stage of the collation process begins with listing and labelling the files using their own titles and a quick check that the contents match the titles – this is not always the case! We hope eventually to record all the documents within the files, collate them and dedupe them, and make them available to members for when required for research etc. We now have some 660 files, made up variously of many formats, containing Minutes, Memos, Brochures, Membership Records, Magazines, HOD Minutes, Estate Records, Finance Records, Marketing & Publicity Records & Press Clippings, dating from 1968 to almost the present day. These are the EARM main archives, with some records from Southend, Chelmsford, Colchester South-West Essex, and other Branches. Information is updated on a weekly basis, to reflect additions and movements of stock since the last update.

Please let us know if there is any research that you are studying where we may be able to help. We have recently been able to find ancient documents to help the Museum with present day Projects.

Now, our usual plea for any more Museum records or ephemera that you want to mix in with our general archive, where it will be kept in proper conditions in the Archive Department. Please don't think that they don't matter, or will be duplicates, as we know we have some gaps in our collections, -yours may be the very item we need to complete a sequence.

Please let David Reeve know what you have available to donate, ([d\\_e\\_reeve@hotmail.com](mailto:d_e_reeve@hotmail.com)) where it is, what quantity it is etc. It may be old Museum items, or from your own collection that you may wish to find a safe home for, or old committee minutes and AGM notices, and make some space at home.

**Early views of Chappel** - thanks to Tom Wood, son of founder member David Wood for these photos believed to be from just before the SVRPS moved into site (late 60s/Early 70s).





## Recalling the Snape Goods -

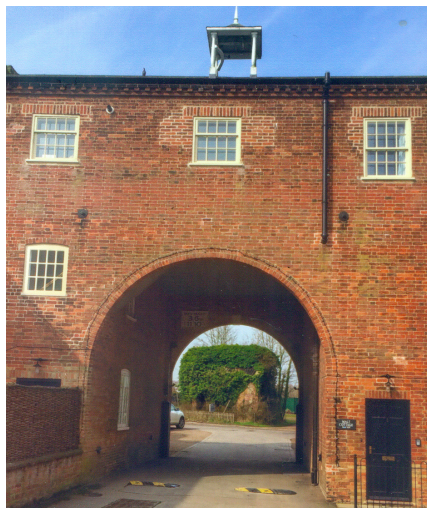
By John D Mann

Whenever we go to Snape Maltings- expensive, but all in the best possible taste - traffic exits through the original railway arch of 1859, where wagons were once rolled to and from the yard across the Snape to Tunstall road, initially carried out by horse and manpower at times, a Fordson tractor sufficed latterly.

The Snape branch, just one and a half miles in length, left the East Suffolk line north of Wickham Market. Freight only throughout its life, it saw only one passenger train, an enthusiasts special in 1956. It also had the distinction of being steam worked until the end, which came almost unnoticed one misty morning in March 1960.

Due to weight restrictions Class J15s reigned supreme for sixty years, supplied by Ipswich shed. By 1959 with steam rapidly in decline it fell to No. 65389 of 1891 and No. 65478 of 1913 to

► *No time to waste: the late Dick Riley's evocative view of 65389 on the trestle bridge while shunting Snape Yard, May 1958. Reproduced on the front cover of Peter Paye's book, reproduced here by kind permission of Richard Stenlake, Stenlake Oakwood Publishing*



▲ *Snape Maltings today, the ivy covered remains of the Goods Shed office are glimpsed through the former railway arch. Photograph by John D Mann*

work the last services. As the Snape goods was a 'bonus' working these gallant old warriors sadly ended their days routinely 'hammered' into submission.

R.H.N. Hardy, Ipswich shedmaster in the early Fifties, remarked "The Snape J15 was thrashed day after day, week after week until it could be thrashed no more. The sooner the job was done those involved got paid and the sooner they got home".

A distinctive feature of the branch was the wooden trestle bridge over the Alde close to the yard entrance, where at high tide rails were a mere 5ft 10ins above the water line!

Further reading: The Snape Branch by Peter Paye, published by Oakwood/Stenlake Publishing, 2005



## 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.

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 – 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. 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.





## Chelmsford Water Tower -

Works to replace the current water tower, provision of footings and brickwork to support the cast iron water tank, will proceed in the early part of 2019.

*By Mike Stanbury*

Priority has been given to the running shed project, as it was felt major works and contractors should not be accommodated simultaneously in two places on site.

There is a requirement for the tank to be cleaned, needle gunned down to base metal, rust removed then painted with various specialist coatings.

Another complication to deal with is removing and re-installing tension stays, all this work would need to be done in the lower engineering field. To this effect Team Thursday have used an excavator to excavate a trench to house a power cable, a tent will be procured so work can take place in the air open with some form of weather protection.

It is said Chappel aims to re-create a vintage railway junction, that setting is being expanded by adding items seen typically at a branch line terminus; a traditional Water Tower and small single road running shed.



◀ The Frame around the Chelmsford Water Tower, this will be covered and the tank will receive restoration work whilst inside - Mike Stanbury

## The Enfield Transport Circle Update -

Meets at 1st Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, EN2 6PJ  
Contact Kenneth Crane via their website - <http://www.tetc.btck.co.uk/>

### March 2018:

In March, we had a reasonably good attendance for TETC's Annual General Meeting. Following the AGM, our Executive Secretary, Kenneth Crane showed us a series of videos on the theme of Railway Artists. These included: A Tribute to David Shepherd FGRA (1931-2017), David Shepherd & SAR 15F Loco No. 3052 'Avril' [Shepherd], Electrical Engineering Workshop (1956) by Terence Cuneo FGRA, LMS 6233 Duchess of Sutherland on the 'Cuneo Centennial' (2007) & Interview with artist Philip D. Hawkins FGRA.

### April 2018:

In April, our meeting started with a one-minute silence - and a good attendance, paid its respects to former TETC Chairman & Secretary, Roger Elkin - who had died after our March meeting. Afterwards, Jim Blake, from the North London & Essex Transport Events (NLETE) proceeded to give us a very interesting talk about the 'Uncompleted LU Northern Line Extensions'. With an in-depth photographic tour from Moorgate (GN/Northern City Line) northbound, to Finsbury Park (High Level), Highgate (H.L.) & Alexandra Palace; and then Highgate (H.L.), East Finchley, Finchley Central (NL High Barnet Branch) and then Mill Hill East, Edgware (NL Edgware Branch) & Bushey Heath - with accompanying LU battery locos., and pre-war & post war LU 'tube' type rolling stock.

### May 2018:

In May, we had a good attendance, for the annual visit of Kenneth Livermore of the North British Locomotive Preservation Group - NBLPG). This year Kenneth, did a presenta-

tion on the 'Railways of Scotland in 1962' - in which we were treated to a grand rail and cycle tour of stations, loco sheds & round-houses. Starting at the old Euston Station, then followed by Rugby, Crewe, Shap Summit, Carlisle & Glasgow Central. Then onto Oban, Fort William, Stirling, Inverness, Aberdeen, Dundee, Tay Bridge, Forth Bridge, Haymarket & Edinburgh. The return was via the old 'Waverley Route' back to Carlisle and then onto Euston. On the tour, we saw some very good pictures of steam and diesel Loco's - both 'in service' and 'on shed', along with some beautiful pictures of English & Scottish scenery and railway infrastructure.

### June 2018:

In June, we had a good attendance, for the visit of Bryn Elliott (North Weald Airfield Museum - NWAM). Bryn gave us a very interesting illustrated presentation, on the history of North Weald Airfield. We started pre-WWI, when North Weald airfield's location, was used as an Army training area. In WWI, the Army's air arm, the Royal Flying Corps (RFC) set up operations at North Weald, and it became RFC North Weald. After WWI, RAF North Weald closed, but it re-opened again in the 1920's, and expanded its activities. In WWII, RAF North Weald, had an important role in the 'Battle of Britain' (1940) - with British, American & Norwegian pilots, collaborating in the use of British 'piston-engine' fighters (Hurricanes & Spitfires). In the post war period, RAF North Weald was further expanded, to accommodate 'turbojet' fighters (Meteors & Vampires). In 1958, the last RAF Squadron based at RAF North Weald, No. 111, aka 'The Black Arrows' (Hunters) left, with the RAF leaving entirely in 1964. Since then, North Weald Airfield, has progressively

contracted in size, but has been used for air shows, films & TV, and is currently used, as a base for heritage and private light aircraft.

## July 2018:

In July, we had a very good attendance - despite the warm weather, and the England Football Team playing a World Cup match. The meeting was entitled: 'Memories of the SVRPS-NLB', and two of our longest-serving members: Bill Santer & Malcolm Wood - took us on a nostalgic photographic tour, back to the 1970's & 1980's. Bill started the meeting, talking about how he joined the NLB, as well as also being a member of the now defunct SVRPS-South West Essex Branch (SVRPS-SWEB) of Upminster, Essex. Bill has had an interest in buses since childhood - when he was evacuated to Bournemouth during WWII. This interest was re-kindled, when he met up with, our then Secretary, Ian Thompson at a SVRPS-SWEB meeting. Ian had a PSV licence, and owned two classic buses, an AEC Regal IV, and a Leyland Titan PD3 'Open Top' (ex. Southend Transport). Bill joined the NLB in 1984, at the Falcon P.H., at the time there were only five other members - and Bill became Treasurer. Ian helped Bill obtain his PSV licence, and Bill drove Ian's Titan bus.

They visited various bus rallies around the country - including North Weald. In later years, Bill went on to drive for Ensignbus (Purfleet) and various other Bus & Coach companies in the Bournemouth & Dorset areas. Malcolm started the second half of the meeting, talking about how he joined the NLB, at the Falcon P.H. in the late 1970's. He then proceeded to show us photos. of visits to various railway locations including: Audley End, Bressingham Gardens, Colne Valley, Didcot, EARM-Chappel, Kent & East Sussex, Mid-Hants, Nene Valley, North Norfolk, Romney, Hythe & Dymchurch and Quainton Road. The NLB also made the most of the then British Rail and Network South East discount day ticket offers for outings - to visit places such as: Banbury, Dorchester, Isle of Wight, King's Lynn, Weymouth and Yeovil.

## Enfield Transport Group Obituary News

We have learned from the Secretary Kenneth Crane that Mrs Patricia Thompson sadly died in January 2018, aged 93. Mrs Thompson was the mother of the late Ian Thompson, the former Secretary of the former EARM North London Branch, who passed away very prematurely in 1999. Our condolences to all her friends and family.



Elsewhere in this Magazine there is a full Obituary of Roger Elkin, whose death it was just possible to include in the last edition of SVS.

◀ *Rev. Leslie Drake - former Vicar of St. Luke's Church, Enfield & Presenter at EARM-NLB & TETC; and the late Roger Elkin - Picture courtesy of the Noel Belton Collection, c.2000s.*

# Braintree and Halstead Model Railway Club News -

By Gordon Humphris

What a busy time it has been between SVS magazine articles! It doesn't seem five minutes since the Spring Edition and here we are again. Since then, we have continued to provide plenty of Open Days for the Museum's main events; Thomas, Transport Extravaganza and Vintage Day, to name a few, were all well attended in our Club Rooms. The Thomas and Small Trains Shows are the next in-house priorities for the Club members with the Small Trains and Model Show in October also taking a front seat in our preparations. The 0 Gauge team will be suitably "stressed" as they will be returning from one show the previous week end and then assembling the whole of Gosfield Junction in all its splendour for the first time ever in its current form. Public and Members have seen parts of this layout but due to lack of space, never the whole thing, all 60 odd feet of it We do enjoy showing off!

The main Club layout is a work in progress and has several club members working on it but it has been drawn to our attention that the "Halstead" layout in the Exhibition Room needs our talents directed to it in places so attention will be guided towards improving its appearance to the public. This will take some time and depend on the availability of mem-

bers and funds, but it is hoped that we can enlighten the viewing public with progress and small cameos demonstrating modelling techniques. Thanks to Team Wednesday, we have some new signs showing our opening times; they can be spotted at the crossing by the Platform 2 ramp and on the fence at the entrance to the Play Area on days when club members attend the Club Rooms. It is hoped that these will also be informative to visitors on non-event days, like Thursdays, when we are there at the Club Rooms.

As previously mentioned the big event for the Club will be the 7th October, and we can hopefully draw on the success of our Annual Show in Braintree in June to provide a great day out for visitors. Already layouts and trade support has been lined up as well as demonstrators and plenty of Club members pitching in. Talking of Members, we have had a few comings and goings, but we would like to welcome Jack Cavie (known, I'm sure, to many in the Loco Department) and Andy Pye the newest additions to our growing roster. Our thanks also go out to EARM members who have kindly donated items of model railway this year. Nothing goes to waste and it is recycled, upcycled or sold on. All the monies raised are ploughed back into the club layouts particularly those in the Exhibition Room, so thank you again.

Finally, another reminder we are now on Internal Telephone extension 56; always worth a call should you need help on Club and Open Days.

◀ *The scene at our show in Braintree just before opening.*





# Steam to Southend 1949 to 1953 -

Part two of the tale of steam trains on the Southend Branch during this period. Concluded from *Stour Valley Steam* 163.

*By John Richards*

Working on, traveling on or living near a steam operated railway was not always the romantic experience it is often imagined. to be. Firstly, the discharge of smoke, ash (sometimes red-hot!) soot, boiling hot water and steam could be dangerous, if not destructive. Some sounds emanating from steam locomotives could be most annoying. The regular chuff-chuff from a Westinghouse Pump was music to my ears but at night could be most irritating.

Most ex-GER and some LNER locos had these pumps i.e. B2, B17, L1, B12, J15, J17/20, Buckjumpers and N7s. Some of these locos were allocated to Southend shed (30D). The most annoying sound of all was a leaking whistle which would continuously sound whilst the boiler was cooling. Sometimes, I would get out of bed to cross the tracks and stop this noise by closing the isolating cock. More pleasant was the exhaust beat of the 3 cylinder B17 and K3s.

I worked for 6 months in all departments of Stratford Motive Power Depot (MPD) and most weeks a serious injury or fatality would occur due to scalding, asphyxiation or physical injury. Examples would be: dropping a K3 con rod, it took two men just to raise one end of it whilst renewing the big-end bearing, and

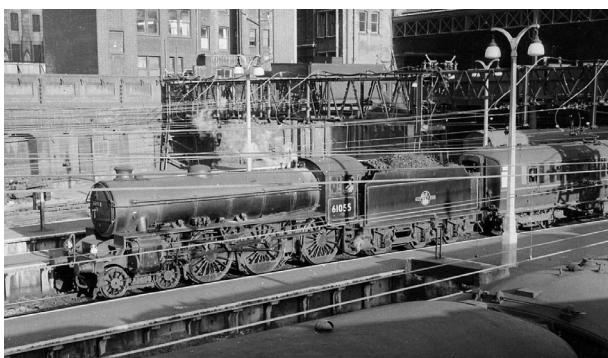
red hot ash falling on one's head whilst throwing out the fire.. On winter nights, workers would sometimes take a kip on the still warm brick arch in the firebox. If they didn't wake or warned before the fire was re-lit there could be problems!!!

As previously mentioned the Southend Line saw a variety of classes working the trains apart from the ex-GER, and LNER locos. There were

examples from the LTS line such as the Tilbury "Atlantic" Tanks, Stanier 3-cyl 2-6-4 Tanks and LMS "Doodlebugs" or the Standard Class 4 2-6-0s.

On Saturdays the Football Specials visiting Roots Hall (home of Southend United FC, and just behind the Coaling Plant) might be headed by a LMS Class 5, or Standard class 5 or Class 4. 2-6-0. On several rare occasions a Britannia Pacific was seen.

Electrification work commenced in 1954 and at weekends the line was closed for erection of the masts and track alterations that are still largely in place today. On occasions wrong line single line working was adopted, particularly on the down Southend loop at Shenfield. Prior to the closing of 30D in 1957 some attempt was made to smarten up some of the



▲ "B1" No 61055 on an East side down train at Liverpool Street - Photo courtesy of the Great Eastern Railway Society

locos allocated there, 1576 was a particular example.

The last steam hauled passenger train from Southend Victoria ran on Friday 28th December 1956, this was accompanied by frantic waving and whistle blowing until all vestiges of steam had gone.

A film was made by British Transport films entitled "Service for Southend", this can be viewed on 'eafa.org.uk' and shows some of the steam workings on this line

Writing this article has brought back

happy memories of contemporary railway staff and the working conditions of a real railway. The present railway system bears NO resemblance to how the system used to run back in the 1950s.



▲ Thompson "L1" 2-6-4 T No 67703 on station pilot duty at Liverpool St. These engines were regular performers to Southend in pre-electrification days. - Photo courtesy of the Great Eastern Railway Society

## The 15 Guinea Special

The 15 Guinea Special (the train reporting code was 1T57) was the last scheduled main-line passenger train to be hauled by steam, on 11th August 1968. A steam ban was in force from the following day, although No 4472 "The Flying Scotsman" was an exception to this because of a separate contract with its owner, Mr Alan Pegler. The train was so called because of its high cost. 15 Guineas representing £15 15 shillings in pre-decimal currency, would be worth upwards of £250 in today's money.

Four locomotives – 3 ex-LMS "Black Five" 4-6-0s and the last Britannia in service No 70013 "Oliver Cromwell" were used on different stages of the trip. The tour started at Liverpool Lime Street at 09.10 for Manchester Victoria, and it was then on to Carlisle via the Settle and Carlisle line. It returned by the same route, arriving back at Liverpool Lime Street at 19.59, only 9 minutes late.



Subsequently "Oliver Cromwell" ran light engine to Norwich Thorpe and Diss, and preservation at Bressingham Steam Museum. It was thus the last steam movement of all, although ironically only three years later the ex-GWR "King" Class 4-6-0 "King George V" was allowed to return to the main line.

◀ 1T57 The 15 Guinea Special en-route at Rainhill

## Colchester Railway Group Update - by Dave Cornell

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

The first meeting of 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 Film "This is York" dating from 1953, which had been inspired by the well-known author 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 then 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.

The **6th April** meeting brought the return of Peter Kay and his talk on this occasion was The London, Tilbury and Southend Railway. The majority of his digital presentation was to be a series of railway photographs taken from the Frank Church Collection, although Frank was more widely known amongst bus enthusiasts. His first railway photograph was taken in 1950, although shots shown in this occasion were from 1958/59 and pre-dated the electrification of the line. Beginning at Fenchurch Street in its 1934/5 style before later improvements, several shots showed the platform layout, signal box and various train movements, before moving on to show several interesting shots at Commercial Road depot. Some typical railway scenes were shown as the sequence moved rapidly through Stepney East station and signal box, Gas Factory Junction and its signal box with a diesel-hauled freight train from North London, next at the LTS Junction with a loco and its twelve coaches before reaching Campbell Road Junction with its magnificent display of home and distant signals adjacent to the signal box. Following shots included a District Line train shown coming alongside the adjacent LTS tracks near Bromley Station, then of Bromley Goods Yard and West Ham station. Plaistow Depot was shown with a variety of locos in sight and coming off-shed for the

► An example of a 153 in Regional Railways Livery, 153311 at Chappel & Wakes Colne working Sudbury branch duties on 22nd April 2007 - Marcus Teyus

down peak services, with final shot of the series being of the signal box.

After a break, Peter showed a new sequence of other photographs which covered various parts of the Tottenham and Hampstead line, starting at South Tottenham station and signal box, with further shots following of Black Horse Road station, Leytonstone and Walthamstow Queens Road stations. More shots followed at Barking with a Standard Class 4 and its goods train, various scenes around Dagenham Dock station, Rainham, Purfleet and its level crossing, Grays and finally at Tilbury Town with its station and a freight train. It had been an enjoyable evening of railway photography, for which Peter was given a deserved round of applause.

The meeting on **1st June** brought along Andrew Denney for another slide presentation, this time on 36 Years on the Railway: from Box Boy to Driver. Andrew began the evening by explaining that he is currently a driver with Greater Anglia Railways and operates with Class 170 DMU, mainly north of Manningtree to all parts of East Anglia. His enthusiasm is for modern traction of the 100/125mph category. A variety of opening slides showed shots at Kings Cross station and the Heathrow Express before moving onto a look back at early railway development of locomotives and coaching stock, with slides of extensive railway usage at coal mines. Now with the eastern region, shots included Freightliners at Ipswich and on the



Felixstowe branch, GB Railfreight 66703 at Norwich Crown Point and March Depot with a line-up on a Cl.40, Cl.37, Cl.31 and a Cl.45. Shots of a Cl.105 DMU were at Stowmarket where most of the infrastructure, bar the station itself, has now gone. Scenes shown around Ipswich included the tunnel entrance and the loco depot with Cl.37, Cl.15, and Cl.31 on show. One nostalgic shot showed the Eye Branch with the last works recovery train. The last slides before the refreshment break showed trains on the move from Felixstowe Docks and seen at Trimley, followed by a Cl.101 at Newmarket and a Cl.105 at the original Lowestoft Station. Scenes now moved rapidly up-to-date with the introduction of electrification and the BR Cl.86 locomotive, with a major improvement to the timetable. More Cl.86 shots followed in quick succession, a number seen in very wintry snow scenes. Other slides included 309 608 EMU at Stowmarket in Network South East livery, 150 144 Sprinter at Ipswich, followed a series of slides featuring Cl.156 units. Cl.158 and Cl.153 around the region and at Bury St. Edmunds. The Anglia livery now appeared on Cl.150 units and 86222.

As the evening was drawing towards a conclusion, some final slides were of Cl.170 three-car units, then of the first Cl.90 loco-



motives operating out of Norwich, including 90002 and 90003. Livery changed again, this time to One Anglia with a CI.170 unit at Woodbridge. Several more CI.90 shots concluded the presentation. The whole evening had been thoroughly entertaining with the slides interspersed by some enthusiastic commentary from the speaker, Andrew Denney, and concluding with a well-deserved round of applause.

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 admission fee of £4.00 includes refreshments. New members are always welcome to attend. Further details and dates are available on our 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.

Our next meeting will be on Friday 5th October, which will be our AGM, followed by a presentation by Richard Pell: "An Eastern Miscellany" The final meeting of 2018 will be on Friday 7th December, when the speaker will be Geoff King on the topic of "East Midlands Memories".

Finally, arrangements for next year's programme are well under way, with the majority of speakers booked. We would like to record our thanks to Chris Johnson for his help with this task.



▲ A Train leaving Gasworks Sidings at Gas Factory Junction with one of the recently arrived at Bow shed Type 1 locos in charge - Frank Church Collection.

## Museum Organisation

As discussed in Peter Robinson's article on Page 3, the Museum has undertaken a re-organisation following the advice of an external consultation, and the result is a different structure to allow more people to get involved with the running of the Museum.

On the next page you will find a revised Principal Officers page, if you are interested in any of the vacant positions, please contact Peter Robinson in the first instance.

## Principal Officers of the Museum

| Position  | Name and Contact   |
|---|--|
| <b>Trustees</b>                                 | Peter Martin (Chairman) - 01787 311624, peter.martin@earm.co.uk<br>Mark Cornell (Retail & Trading) - 01206 211202, mark.cornell@earm.co.uk<br>Peter Robinson (H&S) - 07885 500849, peter.robinson@earm.co.uk<br>Mike Stanbury (Museum & Statutory Body Liaison and Secretary) - 01787 224724, mike.stanbury@earm.co.uk |
| <b>Finance</b><br>Finance Assistant<br>Gift Aid | Mark Fogg Elliot - 07795 604802, treasurer@earm.co.uk<br>Liz Larvor - liz.larvor@earm.co.uk<br>Jeff Kilpatrick - jeff@bluehaze.net   |
| <b>Trading Directors</b>                        | Mark Cornell (Publishing and Retail)<br>Peter Robinson<br>Mike Stanbury (Licensing and Secretary)  |
| <b>Members' Council</b>                         | Nick Proud - nick.proud@earm.co.uk<br>Allan Robinson - 01787 311735, allan.robinson@earm.co.uk<br>Brendan Sothcott - 01279 507493, brendan.sothcott@earm.co.uk   |
| <b>Head of Departments</b>                      |  |
| HOD Co-ordinator                                | <i>Position Vacant</i>   |
| Buildings                                       | <i>Position Vacant</i>   |
| Carriage & Wagon                                | Brendan Sothcott - 01279 507493, brendan.sothcott@earm.co.uk   |
| Curator & Displays                              | Jaki Collison - jaki.collison@earm.co.uk   |
| Estates   | Tim Rice - 07446 251378, tim.rice@earm.co.uk   |
| Gardens   | <i>Position Vacant</i>   |
| Locomotive (Diesel)                             | <i>Position Vacant</i>   |
| Locomotive (Steam)                              | Michael Sanders - 07826 324774, locomotives@earm.co.uk   |
| Mini Rail                                       | Robert West - 07936 058544, robwest87@btinternet.com   |
| Permanent Way                                   | Andrew Cullum - 07779 102965, cullumandrew@hotmail.com   |
| Plant & Equipment                               | Tim Rice - Details under Estates   |
| Rolling Stock                                   | Tallon Avery - 07983 633006, rollingstock@earm.co.uk   |
| Signals   | Jack Plumb - 07794 129424, jack.plumb@earm.co.uk   |
| Site Security                                   | Nigel Hull - 07850 243459, nigel.hull@earm.co.uk   |
| Telegraphs                                      | Brian McGennity - 01245 460131, brian.mcgennity@earm.co.uk   |
| Traffic Manager                                 | Isaac Ferneyhough - 07920 117961, operations@earm.co.uk  |
| Workshop  | Allan Robinson - 01787 311735, allan.robinson@earm.co.uk   |
| <b>Other Positions</b>                          |  |
| Data Protection                                 | <i>Position Vacant</i>   |
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| H&S Support                                     | Jaki Collison - Jaki.Collison@earm.co.uk   |
| First Aid/Competency                            | Ian Jessop - ian.jessop@earm.co.uk   |
| Magazine Editor                                 | David Reeve - 01206 793923, svs@earm.co.uk   |
| Magazine Typesetter                             | Darren Johnson - svs@earm.co.uk  |
| Membership Secretary                            | Linda Robinson - 01787 311735, membership@earm.co.uk <i>Offers for new Secretary required</i>  |
| Membership Assistant                            | <i>Position Vacant</i>   |
| Newsletter Editor                               | Phil Ainsley - news@earm.co.uk   |
| Schools Liaison                                 | Phil Ainsley - schools@earm.co.uk  |
| Secretary Assistant                             | <i>Position Vacant</i>   |
| Traffic Assistant                               | <i>Position Vacant</i>   |
| Volunteer Co-ordinator                          | Jack Plumb - 07794 129424, jack.plumb@earm.co.uk   |

# 50th Anniversary of the SVRPS -

September 2018 marks 50 years since the formation of the Stour Valley Railway Preservation Society. To mark this occasion we start with a reprint of an article by Ted Lawrence that appeared in SVS100 in Autumn 1993.

## THE EARLY DAYS OF THE S.V.R.P.S.

Ted Lawrence

### Stour Valley Steam

Stour Valley Steam was first published as a newsletter in November 1968, compiled by Ted Kirby from Stanway. There were eight issues in this form before it became a magazine in January 1970 with Brian Hockey as Editor. Artwork with a railway theme was required for the cover of the first edition, which I duly prepared. It depicted a side view of a G.E.R. J 15 locomotive and the end of a coach. Unfortunately a glaring omission lay for all to see, the coach was shown held to the locomotive by the brake pipe only. In my haste to produce the artwork I had left out the screw coupling!

### Formation of the Society

The initiative to form the Stour Valley Railway Preservation Society goes to Wally Banks, an insurance broker from Hornchurch. Wally placed an advert in various Essex newspapers in 1968, one of which I responded to, becoming member number 4 (I still have the original membership card). Meetings were held on the first Tuesday of each month at John Laitt's pub, the Kings Head at Ridgewell. Some who attended those early meetings are still involved with railway preservation.

Names that come to mind are Len Fisher, Clive Porter, George Hartley, Dennis Walker, Kim Malyon, Allen Berry, 'Robbie' Robinson, Ray Coe, Terry Gregson and Ian De'Ath. The first committee comprised of:- John Laitt (Chairman), Wally Banks (Secretary), Ken Jeeves (Treasurer), A.J. Booker, P.J. Cannon, Clive Porter and Bob Skipsey. Membership was set at £1 per annum.

It was the intention to call the S.V.R.P.S. op-

erating company the Essex and Suffolk Joint Railway Limited but the name was not accepted by Companies House. Resulting from consultations with Terry Gegson and myself, Roger Watson (our Solicitor) proceeded to register the company as the Branch Line Preservation Company Limited, which was achieved on 3rd February 1970. A fairly wide field of operation was built into the articles of the company, as at the time the Society was not only considering the Stour Valley line but others in Essex, Suffolk and Cambridgeshire. Terry Gregson, Roger Watson, Brian Hockey and myself all took out nominal share holdings of £5 to start the company. Mine were numbered 1 - 5 and I still have the certificate. An early entrepreneur who had plans to save the line from Sudbury to Shelford was a Mr. R.A. Lane from Rainham in Essex. At the time (1969) British Railways required a total of £441,000 for this stretch of line including all the track and buildings. Mr. Lane placed a value in order of £150,000 for this length of line and there the matter ended.

### The Marks Tey to Sudbury Line

On 18th February 1970 Terry Gregson, Roger Watson and myself attended a meeting at Norwich with Mr. Cooper, Chief Area Estates Surveyor, Norwich Division, British Railways. It was at this meeting that we learned of British Railways intention to let the contract to lift the Long Melford to Sudbury section of the line for scrap. British Railways were not prepared to wait any longer for the Society to raise the money required for that section of the line.

The meeting with Mr. Cooper was extreme-

ly useful and laid the foundations for a professional working relationship with British Railways. Resulting from this meeting the Society officers were given an introduction to Mr. Robinson, Chief Estates Surveyor, Eastern Region, York. A meeting followed at York on 14th April 1970 with Mr. H. Jones of the Chief Estates Surveyors Department which led to our tenancy of Chappel & Wakes Colne Station. At the time I prepared an estimate of what we believed would be the valuation placed on the Marks Tey to Sudbury line by British Railways. The valuation makes interesting reading some 23 years later and I quote some of the costs involved in the estimate.

\* Total cost of the land, station buildings, ballast and track Marks Tey - Sudbury (excluding Bures station yard which had already been sold) £108,000.

\* Chappel station site and buildings £12,000.

\* Sudbury passenger station site and buildings £9,000. Total Sudbury site £25,000.

\* Cost of land forming trackbed £9,300. Cost of track £64,557. Cost of ballast £3,099

The significance of these estimated valuations which helped us to get British Railways at York to take us seriously was the fact that they were either the same or very similar to the valuation that British Railways had placed on the line. There was mutual agreement that these valuations would form the basis for negotiations with British Railways if the Marks Tey - Sudbury service was withdrawn as intended by 1974. A slogan was coined in those days for our publicity literature based on the G.E.R. of the Great Eastern Railway - "Great Effort Required".

### Early days at Chappel

Sunday 18th October 1970 was the day the Society was first allowed to commence work in Chappel yard. A considerable amount of

undergrowth and brambles had to be cleared before track laying could commence. The sorting and moving of track in Chappel yard was greatly helped by Metford Durston with his David Brown tractor crane. Without his help, track laying would have taken much longer, requiring many more helpers to move the track.

Before any steam days could be held our facility had to be fenced off from the British Railways main line to Sudbury. Fence posts were required to do this. When further development at Tile Kiln Farm, Chelmsford was planned, the disused farm buildings had to be demolished. Living opposite the farm I managed to persuade the builders to donate most of the old timber joists for fencing at Chappel. David Wood obtained the use of a lorry and it was all transported to Chappel, much to the relief of my wife, who viewed with concern the pile of old timber in our drive.

### Early Steam Days

The first members steam day was held on Saturday 13th March 1971 using 'Gunby' and the Pooley Van, which was achieved within 100 days of taking over a derelict site without track facilities. An estimated 300 visitors arrived, in spite of a postal strike which prevented us from advising all of the member hip.

Our first opening to the public was a steam weekend held on Saturday and Sunday of the Whitsun weekend 30th/31st May 1971. An estimated 5,000 visitors arrived with 1,500 passenger rides given in the Pooley Van and on the footplate. Chappel had never seen so many vehicles and thanks to the considerable help from Sgt. Ransom and Essex Constabulary at Colchester, the traffic situation was kept under control.

### Station Nameboards 1971

Most of the station nameboards and nameplates on the poster boards had been removed some years before the S.V.R.P.S. took up tenancy at Chappel. A new name board was re-



quired for the front of the station, to give some indication that the station was alive once again. Constructed on a 2"x 1" frame it was covered in sections of hardboard to give a sign 2'6" x 9' finished in dark blue and white using marine paint with the legend:- STOUR VALLEY RAILWAY CHAPPEL & WAKES COLNE

This was made in my garage at Chelmsford (I still have the drawing and stencils) and transported to Chappel on the roof of my Riley Elf!! The difficult part was erecting it on the front wall of the station as it had to be raised some twelve feet up the side of the wall. Ropes were dropped from the window of the Ladies Waiting Room and attached to the sign. The sign was then hauled up the wall until it was at the right height and then tied in position. Yours truly then ascending a ladder to secure the sign to the wall. Blue and white Stour Valley Railway nameplate were made in hardboard for the poster board and a Chappel & Wakes Colne nameplate were made for the platform seat. A pair of Chappel nameboards were made for the signalbox but only one was fitted on the station end (the other is still in my garage at Plymouth). To complete the scene a range of posters were obtained from British Railway and the various preservation lines. These all added to the atmosphere that the station was alive and being used once again.

### Track Weed Killing

In these days of modern technology and highly efficient weed killing trains, our modest early efforts to keep the weed down on the track will sound amusing.

A large sack of Atlacide (sodium chlorite with fire inhibitor) was obtained for a reasonable sum. The next thing required was a means of applying it over a large railway yard. The year was 1971 and my Mother had just acquired a new washing machine. The old gas washing machine was up for disposal, the important feature being that it was a large drum with a tap. This was duly transported to Chappel and mounted on a platelayers trolley, filled up with the required mixture and with the aid of a watering can, weedkilling commenced. You pushed the trolley along the track after each can had been dispensed and refilled the can for the next stretch of track. Primitive, slow and tiring, but a very cheap way of getting rid of the weeds when the Society had very little money.



▲ In Chappel Station Buildings on 4th December 1970, the day SVRPS took tenancy. Left Ted Lawrence, then Chairman. Right the late Bunny Austin then Editor, Stour Valley Steam.

## Not Quite a Founder Member -

Continuing the 50th Anniversary theme, we hear from the Late Peter Thompson about how he wasn't a founder member, first printed in SVS100 Autumn 1993.

I first met Ted Lawrence in March 1969 when he brought an album of photographs in to work. He had just completed a photographic record of the recently closed stations on the line from Sudbury towards Cambridge and the section from Melford to Bury.

I had always been interested in railways and he had no difficulty in persuading me to attend meetings of the Chelmsford Branch of the Stour Valley Railway Preservation Society in which he was heavily involved. It took him a little longer to actually get me to join his new Society, mainly because after completing my National Service in the Royal Navy I had vowed 'never to join anything else, not even a Christmas Club!' So it was October 1969 before I signed on the dotted line and became member number 294.

I still pay an annual subscription just in case I change my mind about staying a member. Which says it all for my fierce spirit of independence - or my slight mental instability, whichever way you want to look at it.

The point of all this is that I am now entering my 25th year of membership and thinking that a review of progress at Chappel from firsthand knowledge might be of interest to readers of Stour Valley Steam.

What really set me off on this task was the sight of the poor old Pooley Van disintegrating. One of the first vehicles on site, I can remember being very daring and taking a week's holiday from work in the nineteen seventies and with only a few hours assistance from Bunny Austin, single-handedly painting it all over. I was quite proud of the result of my

first positive contribution to the Society. Funny thing I can't remember who put the lettering back on it. It might have been Les Buist. It has been painted since then, re-roofed, and semi-restored internally. But now the outside panelling is falling off after rotting through. As Society Vehicle NO.1 I hope that it gets the full Wots Magic Wagon Works treatment before too long.

One of our regular visitors - he comes up about every five years - gave me some photos on a recent Open Day. Two of them were of loco No. 54. In the first it was green and in the second it was green with the yellow lettering of E.A.R.M. It looked rather strange in its pre-E.A.R.M. livery of ten years ago. It fooled my photographer friend at the Open Day for it is now in Blackberry Red and soon to be lined out. You can't actually see much of its new £20,000 firebox but when people ask where the new engine came from, be sure to reply 'From contributors to the Museum funds'. Because that's where the money goes. In big wads.

Chappel to me is like a building site - no, not a scrapyard - nothing seems to happen for ages then suddenly it's all going on at once. The Paxman Barclay diesel loco has been re-painted recently and in the last few months has been treated with a new (allegedly) long-life varnish. So with the 'Belvoir' re-paint virtually complete, suddenly we have three refreshingly new-looking exhibits. If the varnish is as good as it is claimed to be it could solve a lot of the problems that the Museum has in operating an open-air site.

The footbridge from Sudbury (Suffolk), re-

moved from there and re-erected by the volunteers at Chappel in March 1981 under the able leadership of Ian Reed, is a typical example. The years of battering from the weather are caught full-on by the bridge and are taking their toll. A repaint to its former glory is well overdue but is a job that will require nearly as much organising as the original removal. It will also be very expensive but an appeal for funds may well prove unrewarding, as so many of our visitors think it to be British Rail property. Perhaps the most depressing are the jobs that are essential, have the greatest impact, and earn the least appreciation. Like painting the platform railings green. Or the hero working in the Goods Shed who is reglazing the windows. He has completed 388 and only has another 72 to go. When he has finished no-one will ever know. Oh, and he's scraping and painting the steel frames at the same time. All 460. Like I said, a hero.

Chappel North signal box is new. If you haven't been up in the last ten years that is. It was removed from Mistley and re-sited at the end of Platform 3 in December 1985. The S&T lads have been very busy lately planting telegraph poles and wiring up a very impressive block instrument shelf. It's a pity the original Great Eastern Railway clock that we had in there was stolen. Serves us right for letting the public look at it. They have also wired up a very useful loudspeaker system and connected it to an amplifier that was donated by a generous member. Now their work can be both seen and heard.

What is really new at Chappel is the Saffron Walden Goods Shed crane. It lay outside the Clerk's Office for so long that it virtually rotted away. But we have the technology. Again it is due to almost the efforts of one volunteer that it has been rebuilt and finally installed inside the Goods Shed. Very impressive. And authentic. It even moves just as it should, but you will never know. Visitors might play with it and injure themselves so it has had to be se-

cured. There is a limit to how much freedom you can allow a visitor who has no idea what the Goods Shed is for, let alone a crane. Perhaps when we start our guided tours this can be overcome. Railways are inherently dangerous for the unaware at close quarters but we can't be forever saying 'Don't touch that. Be careful of that. Mind your step'. It spoils the fun. So guided tours it is.

We have a number of tributes to individual members on site in one form or another. The garden on Platform 2 is one such. I remember when the railway line through Platform 2 was being relaid in March 1982 and there was no garden, just asphalt. The garden was created, planted, and tended until now it seems as much a part of the scenery as the Tank Wagon on the approach to the station. Even more in fact, because that only appeared in January 1993. And was an instant success. Better than all the painted signs, it marks the business we are in railway preservation. Very few visitors walk past without stopping to read its notice-board.

Coaching stock is less of a success story. Restoration costs are on a par with a small steam locomotive but the labour in man hours is astronomical. Most of the Museum Collection vehicles are wooden and there are very few carpenters looking for a seven day week, so progress is disappointing.

It is more disappointing than at first it appears because vehicles like the Gresley saloons and the Pigeon Van were made of machined parts assembled by unskilled workers on a production line. In the Museum Workshops there is woodworking machinery adequate enough to produce such a kit of parts - more so than some other preservation Workshops - but no Project Leader to kick off with a schedule. If anyone fancies the job, I once produced a schedule of pieces to build a replica Cattle Van like the one we have on loan from the National Railway Museum, and they can use that

as an example. Job satisfaction is guaranteed. If the varnish experiment is successful it could be the spur to a beginning. Our present Head of the Carriage & Wagon Department is fighting a losing battle and would welcome anybody interested in coach restoration. In case you think it is all skilled work only there are several cosmetic restorations - paint jobs - that would help a volunteer to learn about coaches from basics.

As the Museum settles down after purchasing the site and achieving Charitable Status, the next objective is the Light Railway Order. At the moment this is with our Parliamentary Agent and very close to granting. Membership of the Museums & Galleries Commission has not progressed quite so well because of technical problems, but at least the Board of Trustees have worked with Heads of Departments and some individual members in discussions aimed at a forward policy.

The Collection has been identified on paper and items will soon be marked with replica weather-proof 'wagon plates'. I am now close to crossing the line between a report and a forecast so will have to end with what may seem a strange comment from a lifetime steam enthusiast.

Finally, I can't really say that the Museum has had any serious failures in the last 25 years. Yes, I know of all the jobs that haven't been done. I've reminded you of some of them in the text above. But can you honestly say we have attempted anything and recorded a failure-to-achieve? There are many projects in the pipeline but none have reached rejection or refusal. We had our day of Steam On The Branch and future prospects are looking good for Steam On Someone Else's Branches. Plans for expansion outside the confines of the site at Chappel have been submitted for consideration by the people-who-can-allow-it-to-happen and they haven't said 'NO'.

Well, not yet anyway.

## Early photos on site at the SVRPS



◀ *Jupiter outside the rear of the Goods Shed - Simon Shelley Collection.*

▶ *Gunby - with a Headboard which reads "The Sportsman Stour Valley Railway" and Jupiter outside the rear of the Goods Shed.*





The newsletter of the Stour Valley Railway Preservation Society

**FIRST RUN:** This newsletter is being launched to keep members informed about progress towards reopening the Stour Valley railway line and to give information about the society's activities, the newsletter is being compiled by Ted Kirkby and relevant news and view from allquarters will be welcome.

**MEETING DATES:** members at the October meeting decided to fix the first Tuesday in every month as the date for our general meetings Our meeting place remains at the Kings Head Public House, Ridgewell;; With meetings starting at 8,0 pm, The Kings Head is on the A.604 Cambrdge - Colchester road,, 4 miles from Haverhill going towards Halstead. There is always a warm welcome for members from the licensee, John Laitt, who is also the society's chairman.

**WHO'S WHO:** The committee which we hope to expand later, consists of J. Laitt (Chairman), W.H. Banks (Secretary), K.J. Leaves (Treasurer), A.J. Booker, P.J. Cannon, C. Porter and R. Skipsey.

**TALKS WITH B.R.:** The 40 members at our October meeting heard the secretary report on the society's meeting with British Railways to discuss our proposed takeover of the line. From the society were Mr.Banks, Mr.Cannon and Mr.Booker and on the BR side was the North Eastern Region assistant estates surveyor, Mr. Jones. He stated flatly that BR wanted a cash sale for the 34 mile line between Sudbury and Shelford - they were not interested in renting or leasing it. The price they put on the line, together with buildings and surrounding pieces of land was £441,000. The development value of land round some of the principal stations on the line contributes substantially to the total price. They were not able to give me a price for sections of the line, but would do this upon learning the amount of cash it was proposed to offer and which of the line's assets the Society was interested in saving. Considering is now being given as to the appropriate course of action to be taken

At the moment British Rail have not received permission from the Ministry of Transport to take up the track from Sudbury to Shelford. We hope Mr.Mlarsh will take a long to making up his mind.

**RAISING THE MONEY (1):** We are now getting ready to run a weekly lottery the society has been registered under the Betting, Gaming

and Lotteries Act., 1963. Tickets will cost 1s. and prizes will be related to revenue.

The Secretary is now taking names of members who can help with the vital task of selling tickets, or who are willing to become spare time agents who will be able to earn commission on sales. Relatives, friends, people at work, neighbours are all potential customers,: Tell us how many you can sell by completing the form that has been sent to you with the circular concerning the Raffle and Lottery schemes and posting it now.

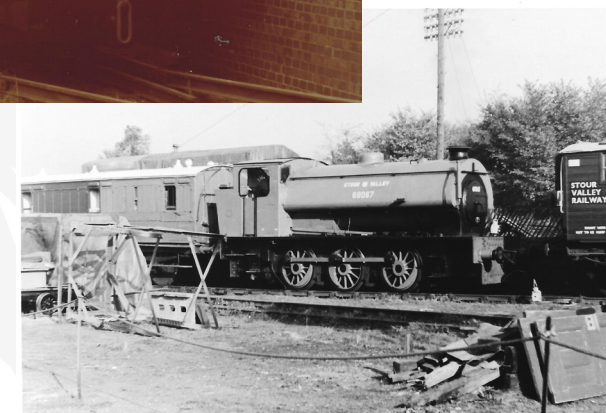
**RECRUITING EFFORT:** Sudbury members participating in the towns recent Leisure Time Activites Exhibition erected a staff decorated with Stour Valley and other railway photographs and a Long Melford station sign. Memberes handed out about 500 recruiting leaflets explaining the aims of the society.

## Early photos on site at the SVRPS



◀ Jupiter, with David Wood driving and his wife Shirley and son Tom visible near the caravan, just arrived at the Cattle Dock (now Platform 3) during a public open day in 1972.

► Gunby and the Pooley van.



Stour Valley Steam Through the Years has taken a break this issue to allow space for the 50th Anniversary material, we would also like to thank the generous Museum Member who has sponsored this issue to be in colour throughout.



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## Last Call for Stour Valley Steam 165

### STOUR VALLEY STEAM 166 - SPRING/SUMMER 2019

*Stour Valley Steam* is published every six months, deadline for copy for *Stour Valley Steam* 166 will be **31st January 2019** at the very latest, we expect this to be published in March

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](mailto: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.



▲ Dusty, The Fat Controller and Rusty undertake their duties with Thomas the Tank Engine on Monday 27th August 2018 - Alastair Holmes.

▼ Ian Bates presents Jaki Collison with his Matchstick Model of the N7 beside the real thing on 25th August 2018 during the Member's Evening - Mark House.



Back Cover (Top): Rob West (Driver of Miniature Railway) and his passengers of Fox, Wiggle and Sass during the Steamy Vintage Encounter on 29th July 2018  
Photo by Jacqueline Mellor of Just Jaq Photography.

Back Cover (Bottom): Number 11 with the Freight Train during the Summer Steam Gala on 8th July 2018 - Liz Larvor.





ISSN 0307-482X



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