

**JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM**



**50 YEARS OF RAILWAY PRESERVATION**





▲ The scene shortly after the opening of the Chappel Winter Beer Festival on Friday 1st March 2019 - Chappel Beer Festival Facebook Site

▼ Another scene from the Class 306 being loaded ready for transport to Shildon, with various Museum members assisting on 10th October 2018- David Reeve



# STOUR VALLEY STEAM EDITORIAL

An enforced week at home because of minor surgery has perhaps given me more time than usual to ponder on the present state of the Museum. I believe that there has been no great change from the situation mentioned in the last Editorial, with much work taking place on site and some encouraging footfall from our visitors.

We have perhaps suffered in the past from expecting a few individuals to take on a disproportionate amount of the work and decision-making on site. Strengthening the chain of command from the Trustees, through the Heads of Department (HODs) to the rest of the membership, and making ample provision for feedback from the other direction, should hopefully ensure that there is not too much internal conflict in our organisation.

In January 2018, the consultant Sam Hunt moderated a meeting of members at Chappel and produced a document detailing our strengths and weaknesses as an organisation. This was entitled "AwayDay 13.01.18" and it can be found in the Members Forum web-site. The main recommendations were, in summary, addressing the over-reliance problem detailed above, improving internal communications, building better relations with our neighbours, linking with other heritage organisations, offering encouragement to younger members and working more closely with the model railway club.

Some of the problems highlighted there are being addressed, albeit slowly, and whilst there is good news regarding the changed relationship with the railway modellers later in this edition of the Magazine there is obviously still more to be done, particularly with regard to better communications and the recruitment and retention of younger members. At this point, I would like to thank all those who have made any contribution to Stour Valley Steam, as by doing so they are helping spread awareness of what we, as a Museum, are doing.

David Reeve - Editor

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Tel: 01206 242524, Email: [information@earm.co.uk](mailto:information@earm.co.uk)  
Website: [www.earm.co.uk](http://www.earm.co.uk)  
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Editor: David Reeve ([svs@earm.co.uk](mailto:svs@earm.co.uk)).

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Front Cover:

Class 306 Exit - 306017 is loaded to depart the Museum for Shildon on 10th October 2018 - David Reeve



# Curator's Update -

Read about the developments in the Curatorial Department.

By Adam Culling

For the readers who may not be aware, yes....I'm still here, although now only 2 days a week (usually Monday and Friday) as I now also work part-time at the Essex Record Office in Chelmsford. As you can imagine there is quite a lot of work to do in those 2 days!

## Heritage Centre Regeneration

Hopefully many of you have noticed some of the new signs and interpretive boards which are now on display on, and in, the Heritage Centre. Most of the new boards can be found in the first room of the Heritage Centre, and provide information of the people who built the railways. There are more boards to come in all of the rooms, as well as new and refurbished display cases. Some of the rooms will be completely re-organised to provide space for temporary exhibitions and a new STEM/STEAM interactive zone. We will also be introducing various interactives, hopefully at least one in each room. These will include simple low-tech hands-on activities, with other more high-tech digital activities to help provide a varied approach to interpreting the Heritage Centre displays.



▲ The Railway Change Lives display board which is now on the outside of the Heritage Centre.

## Cataloguing the Collection

A new year brings a new way of cataloguing the Museum Collection. No longer will there be separate databases housing information on the object, archive, photographic and reference library collections. This information will now be housed under one Collection Management system, Pastperfect 5.0. This SPECTRUM- compliant database ensures we adhere to the standard expected from an Accredited Museum.

## Collection Care & Conservation

To ensure we do our best to help preserve the Collection for future generations, the collection department has purchased new acid and lignin- free storage boxes. These conservation- quality boxes will be used to store new archive and small objects that have yet to be catalogued, and over time we hope to transfer the entire archive collection into these new boxes.

► Past Perfect 5.0 the new collection management system software.

## Volunteer Projects

The first phase of The Arts Society project to catalogue the uniform collection is now complete (except for the hats). The next step will be to photograph the Collection and transfer the information onto Pastperfect. Once the uniform information and images have been transferred it will be down to the Accessioning Committee to determine which items are to be Accessioned, used for handling items or disposed of in accordance with the Museums Association Code of Ethics.



Philip Robey is still working hard auditing the storage area, ensuring what is currently recorded on our old database matches what is on the storage shelves. Chloe Pearce, our conservation guru, has now left to pursue a PhD full-time. Hopefully we can entice Chloe back now and again to help with any conservation concerns that may arise in future. We will have a few new collection volunteers starting in soon to assist with cataloguing various uncatalogued collections directly onto Pastperfect, such as a large ticket, photographic, plans & diagrams, pension records, Ordnance Survey maps, and other collections such as the Rayleigh Goods Shed archive.

## Other News

For those who enjoy visiting local exhibitions and attractions, the Museum will be loaning several items to the National Trust property, Lavenham Guildhall, for a Railway Exhibition which is due to open in March 2019. This will be a great way to exhibit the Collection to new audiences, which we hope will inspire them to visit our Museum.



► Acid and Lignin-free storage boxes which are now in use to help preserve the Museum's Collection.

## Estates Report -

I must say that given the size of our estate, it is looking pretty tidy in general and in good shape. Thank you to all that have helped on this front.

*By Tim Rice*

Improvements continue to be made and items that have fallen are being addressed accordingly. The long stretch of chain-link fencing south of the mainline crossing is now being replaced with the replacement fencing being made up on site by Team Wednesday. I'm excited to see what a transformation this may bring when this is finally in place.

There are a couple of new projects "on the go", MR2 and the new Running Shed. However the job goes further than the project itself. Developing or re-developing an area can incorporate the surrounding areas with it and in the case of MR2 the top east corner of the event field has been poked and prodded in order to start the process of removing much of the materials that still lay across it, including "Mount Sleeper". Opening up and clearing this area will extend our available space for the bigger events and make the general area more inviting for our customers once

they venture that way for a ride on the new Miniature Railway.

Much of this clearing was awaiting a new set-down area which has now been completed in part, in the south-east corner of the Lower Field. A hardstanding road has been laid and land graded to take containers and palletised materials. Getting ourselves some organised storage will help to make life easier in general and hopefully allow us to be more efficient. A slow and steady approach is underway to sort out what is worthy of storage and what has outstayed its welcome, with the initial focus on removing the large pile of concrete sleepers away from the public area. I would imagine some grass seed will be needed come the Spring!

▼ *The new hardstanding area in the lower part of the field - Tim Rice*



Many behind-the-scenes jobs have taken place of late with a large amount of them being electrical ones. Particular thanks must go out to Rod Terry and Team Thursday for their efforts in many directions. One can be seen in the shape of a new lamppost with working lamp sited at the end of the Thompson Centre path shedding some much-needed light over this area. Well done again chaps!



▲ *Phil Ainsley gets to grips with the new fault reporting system on 30th January 2019 - David Reeve*

Whilst the site and demand for facilities grows, the never-ending job list of running repairs and maintenance does, too. We are fortunate to have carpenters, electricians, mechanical engineers and the like to name a few trades: however, sometimes the demand is too great and beyond our resources. Therefore, to enhance the available manpower on this front options are being looked into to support the growing needs of the site. What form this may come in is yet to be discussed but the need for said help has been realised and is being worked on.

To aid the management process of the maintenance and upkeep of the site Neil Temlett (Front of House Manager) and I have produced a "Fault/Repair Reporting" system which is currently being trialled. More information on this project as things progress.

## Archived Records -

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

David and I are carrying on sorting out the Museum's archive filing with over 750 files to date. I would like to acknowledge the help of others in this process, particularly Phil Ainsley and Robert Murton. Robert is only able to come over for a short time on Wednesday afternoon because of work commitments, but during that period, on a rolling basis, we carry out a stock check of one or two drawers. This has enabled us to sort out many anomalies and create a back record of changes.

The major surprise since our last report is the discovery, by Phil Ainsley, of a full filing cabinet in the Platform One Ladies toilets, which are long out of use. These documents mostly date from the late 1990's, and we are gradually integrating them with our existing files as time permits. Our aim is to get the Museum's administrative records, which go back to 1968 (or earlier in the case of some LNER/BR plans) in one place for reference purposes.

Please contact us if you require such information, as we might be able to help.

Finally, I would like to repeat our usual plea for Museum-related records or ephemera to add to our Collection, where they may well fill in some gaps in it. If you have anything you would like to donate, ideally contact David Reeve ([d\\_e\\_reeve@hotmail.com](mailto:d_e_reeve@hotmail.com)) or please leave at Visitor Reception marked "FAO Archiving" and leave your contact details with the documents.



# Team Wednesday Update -

Our regular update from everything Wednesday at the Museum

By Tony Foster

A project that Team Wednesday (TW) has progressed during this reporting period was to produce a suitable design, and then to manufacture, a high - level valance, modelled on the 'toothed' vertical panels reminiscent of old-style railway canopies. The panels were fitted to three sides of the Thompson Building, where they help to evoke a Victorian railway theme that blends in with the exterior of the Goods Shed.

Aluminium brackets were made and then were attached to the upper metal fascia of the Thompson Building. In the workshop, 2.5 metre sections of panelling were put together using durable white plastic, with the decorative touches added during production. These panels are known by some as "Dagger boards" A template was produced to create uniformity of the panels during fabrication. (Elsewhere in this Magazine you can read a more detailed account of this project, written by Jeff Kilpatrick).

A pair of level crossing gates has been built in the workshop which, when installed, will protect visitors at the Mini - Rail level crossing



adjacent to the Thompson Building. A smaller pair of gates has also been made.

The Pump Trolley is almost ready for exhibition; the flooring is being painted and then will be fixed to the frame. Painting of the propelling mechanism is also underway.

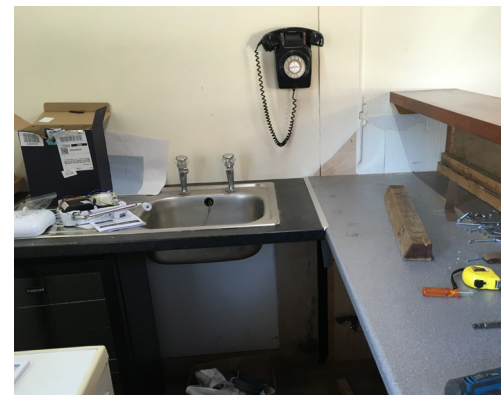
An elevated passage way is in the process of construction, this will create a safe, all-weather path between the rear of the workshop/wood storage shed and the adjacent storage container. A doorway has been cut into the container and a sturdy door fitted.

A revamp of the Viaduct pub has also been carried out; the bar serving area has been enlarged the electrics have been updated and a water heater has also been installed. Some interior painting has been done, including the bar itself which has received "period authentic" brown paint!

Another small production team has produced further picnic benches; these have been enlarged for wheelchair access. The team are over halfway through their production run.

The production of picket fence panels made from recycled plastic is also well underway. These panels when finished will be installed by others along the main running line. A lot of effort is required to

◀ The Level Crossing and Pedestrian Gates which have been created to protect the new miniature railway - Lawrence Beeching.



◀ The enlarged Bar Area in the Viaduct Pub, with repositioned sink - Lawrence Beeching.

create the panels, with jigs and templates designed/created to ensure accuracy and consistency in the finished product.

Work has also started on the groundworks for the MiniRail signal box.

During this period TW saw the departure of David Rose and Eric Kaye. We were sorry to see them leave as Dave and Eric have, over the years, put in a lot of work for the

Museum. They acted as tasking and information coordinators between the Museum's management and us and were instrumental in obtaining materials for TW projects, giving guidance and encouragement where appropriate. They also put in a lot of time and effort, particularly at the weekends, supporting the EARM behind the scenes at revenue-creating events; they will be greatly missed. The management/TW interface is now via Mike Stanbury and Allan Robinson.

Looking to the future, there are a number of projects that TW may become involved in, including the following:

1. Refurbishment and painting of the wood cladding around the Café/Footbridge on Platform Two.
2. Further assistance, if required to the MiniRail group with the creation of the infrastructure/permanent way of the new rail route.
3. Creation of a new garden to the south side of the Viaduct pub.
4. Creation of several pathways, one to access the MiniRail running shed from the Mess Room when in situ and to create a firm pathway from the Picnic Bus area to Platforms 5 and 6.

Why not come and join us?



▶ Brian Abbott and Tony Foster take a break from the work in The Viaduct pub on 27th February 2019 - David Reeve

## **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)*

### **FAULT REPORTING FORM**

Estates Manager, Tim Rice, is currently trialling an on-line Fault Reporting scheme based around Google Docs. It is hoped this will assist with reporting problems on site in a co-ordinated way and improving the Museum's response to them. More information will be available about this project in due course.

### **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**

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)

### **BURES STATION ADOPTER AWARD**

David and Anne Taylor have tended to the station and garden at Bures for almost 40 years. At the Greater Anglia Adopters Awards on Friday 12th October, they were presented with a Judge's Special Award to commemorate their contribution, over so many years.

They have now moved to the Peak District, so we thank their hard work and we wish them well for the future.

For a full account of their activities please refer to their article in SVS 163 (August 2017 edition), entitled "Even the Devil wouldn't Bother with Bures".

### **SECOND HAND BOOK SALES AND VRC DONATIONS**

Book sales for the calendar year 2018 totalled up to £1373.95. Sales are currently split 50% between the priced stock in the VRC and 50% coming from the seconds stock on an honesty box donation basis in the Bungay Coach. This is the visible stock, there are back up stocks in the Storage Shed so we currently have good supplies of books.

Madeleine Enever from Hockley was recently in touch, donating some interesting books from her late grandfather Harry Houchin who was a Station Master at Buckhurst Hill. She has also

bequeathed a Signaller's Bible, a 1920 reprint of a Railway Gazette article describing the GER's intensive Jazz Train operation, and a 1922 original Railway Junction diagram bound book. Also given was a rare LNER Air Raid Warning Rattle. Another item received anonymously, via the VRC front door, was a Telegraph Instrument.

Often donations are made anonymously, but it is best practice to add a note of the date, donors name and address. These details are needed to complete Entry Forms when items are added to the Museum archives. Another reason for donating is that often people don't want items go to a charity shop; but bringing them here means giving them a good home and hopefully kept for evermore in memory of their loved ones.

### **MUSEUM ARCHIVE BOOK COLLECTION**

The Archive Book collection is now recording 650 entries, these books don't leave the Archive Room; but there are now a number of duplications. If you want to research items at home for EARM, on some local subject, or technical topic, books will now be available on a lending basis. See Phil Ainsley for details.

### **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 Jaki 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.

### **MUSEUM PHOTOGRAPHIC COLLECTION**

The Museum's Photographic Collection is ever growing, and now numbers over 25,000 images, mainly of Chappel but virtually all the others are associated with East Anglian railways. However, there is always room for more, and contributions are always welcomed - especially of present day happenings, be it at Chappel or on the wider East Anglian railway network. For example, a number of stations are due to have building work done in the near future - so a record of them before and after would be good. In addition, the entire Greater Anglia fleet is to be replaced within the next year to eighteen months - so records of the old and new would be good. Special events at Chappel are equally good, as are photographic records of work taking place at Chappel - be it civil engineering, restoration, special events or anything!

If you have any images that would benefit the collection it would be great to hear from you: if they are slides or prints they can be returned to you after scanning if desired, or they can be donated to the collection.

Listings of all the images are on the Members Area of the Museum website, and these listings are updated once or twice a year as necessary.

The Collection has only grown to this size thanks to a number of donations, but special thanks must go to Dave Peck and Ian Rushbrook who have scanned many original images for it. The Collection is administered by Rob Boyce, to whom any enquiries or donations should be made: they can either be left at the VRC for him or e-mailed to him at [rob.boyce@earm.co.uk](mailto:rob.boyce@earm.co.uk)



If you would like your originals returned to you, please mark your donations accordingly.

### THOMPSON BUILDING HIRE FACILITIES

Rooms in the Thompson Building are now available for hire. There are currently four rooms available of which the Sudbury and Marks Tey ones are the smallest. The larger two are the Bures and Chappel Rooms.

To discuss prices and requirements, please contact [reception@earm.co.uk](mailto:reception@earm.co.uk) or [marketing@earm.co.uk](mailto:marketing@earm.co.uk)

### GREAT EASTERN RAILWAY SOCIETY IMAGES

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."

### OLD ENGINE OILS

Recovered motor oil and other scrap oils are needed, largely to lubricate check rails and slide chairs. Donations should be added to the green "Castrol" container by the "Blackheath Garage" shop.

### THANK YOU

A Thank You goes out to the individuals who have part sponsored this issue, as as result of this we were able to bring you more content and have full colour.



Cartoon by Keith Tomlinson - December 2018

## 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:

The Anson Family, Lawrence Baker, Adam Brinkley, The Cooper Family, Mitchell Coates, Helen Cottage, Andrew Craven, The Crow Family, John and Nicholas Elliott, John Everett, James Fisher, Hannah and Stuart Fraser, John French, Darren Garnon, Mark and Cordelia Giles, The Gray Family, Michelle and Michael Lacey, William Lockett, Annabella and William Marking, Robin McPherson, Vic Pitts, Andrew Pye, Bill Smith, Roy and Alison Stabler, Derick Stirling, Karriane Tones, Sonia Virdee, The Wagland Family, and Alfie Thomas.

I would like to just take this opportunity to mention that three of the new members also belong to our partners, the Braintree & Halstead Model Railway Club, and that several of the others were very helpful in the Santa Event at Christmas.

Best wishes to all those members who are recovering from surgery or who are otherwise unwell. We also hope all our members are coping well with any winter cold and flu bugs that have been doing the rounds.

We regret that our former Customer Services Manager (2002-2004), Eileen Staples, passed away on 1st January 2019, after a long illness. Many will know Eileen as partner of John Nash - a familiar name over the years of the EARM. Eileen's funeral took place at the Three Counties Crematorium on 31st January 2019. Our condolences go to John and Eileen's family at this time.

Shortly before publication we were informed of the death of Frank Tanner, a member who lived in Tunbridge Wells.

The Trustees are very grateful to all those members who have made donations to the Museum during the current membership year; either directly by including a cheque with their renewal form. We look forward to your continued support in this respect.

Next, 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.



Finally, at the last AGM I appealed for some assistance with my work as Membership Secretary, especially on the computer side. I am pleased to say that Darren Johnson has since offered his services in this respect and we have been working together in recent months.

# Marketing Report -

By Catherine Harrison

Last September, I met with Museum event coordinators as well as our new Events Manager, Anne Brown, Neil Temlett, Front of House Manager and Isaac Ferneyhough, Operations Manager, to thrash out some ideas and a plan, for the 2019 events calendar. It was generally agreed that some long-standing events are successful and should remain in the calendar and that we should also venture into new areas; the Murder Mystery theatre production being one of them. An ambitious programme of events was agreed upon and the team and I have since been focussing on the event details and marketing.

Perhaps due to the success of the popular Channel 5 programme, The Great Model Railway Challenge, we were delighted to welcome over 350 visitors to the Steam Day & Model Railway Show last October and this successful event, jointly run with the Brain-tree & Halstead Model Railway Club, will take place again on 13th October this year. Days Out with Thomas is back for 2019 and could potentially attract more visitors as fewer local museums are running 'Thomas' events

now; Mother's Day as well as Father's Day is being celebrated at the Museum this year and A Steamy Vintage Encounter is back for another year. Inspired by a recent visit from a local Steam Punk group, The League of Essex-ordinary Gentlemen, we are also holding an EARM Steam Punk event, scheduled for Sunday 21st July. Take a look at the Museum's promotional leaflet or the 'What's On' section of our website for more events detail and do come along or volunteer to help out (on non-operational duties) by contacting Anne on [events@earm.co.uk](mailto:events@earm.co.uk). Anne brings with her the hugely successful 'A Vintage Affair' event from Hedingham Castle so we expect events to be busy and we'll need volunteer support.

The comedian, Arthur Smith, writes stories about quirky activities in East Anglia and, in search of some good material, he came to the EARM last October for a Railway Experience Course. He wrote about his experience in the Discover Greater Anglia magazine, affording some good publicity for the Museum so much so that within a few weeks, our RAILEX courses were virtually sold out for 2019.



Windfall Films are currently making Series Two of 'Train Trickers', fly-on-the-wall programmes about road haulage companies, particularly those who transport locomotives. They have been in touch with me and are keen on filming one of our upcoming loco moves. Although No. 54's journey

◀ These two ladies are enjoying themselves, prior to last year's "Murder Mystery" event.

to Utrecht in May won't be included in the documentary due to restrictions on usage of the 'Thomas' brand, I hope we can work with them on other moves in the near future.

We have seen a steady flow of bookings for our Escape Rooms which take place in both the Waiting Rooms on Platform One and the BCK corridor carriage. We are in fact the only Escape Room in the UK which takes place on a train and participants really appreciate the atmospheric buildings and carriage. As with Murder Mystery, this activity attracts a different kind of visitor to the Museum, many of whom return on event days with their families.

Once again, I am working with the Quay Theatre in Sudbury and the Sudbury Dramatic Society on joint promotion surrounding their production of Ghost Train in early March. In return for us hosting their photo-shoot, we have free publicity in their programme, leaflet distribution at the theatre and a pair of complimentary tickets for the production which we will use as a prize for a Facebook competition. So, if you fancy winning a pair of tickets to Ghost Train, follow us on Facebook and have a go!

I have been working more closely with Jam Tarts, our on-site catering company, who are a key part of our Museum offering, both day-to-day and also on Event Days. Sam, who staffs the café most days, is always friendly, providing excellent customer service and quality, home-made fare to our visitors, even on cold, bleak, winter days. So please do support our café, if you can. You are reminded that Museum members are entitled to a discount, on production of a Membership card.

► Team Chapman after undertaking the Escape Room Challenge



▲ Comedian Arthur Smith on the footplate of Number 54, undertakes a Railway Experience Course in 2018 - John Challicom

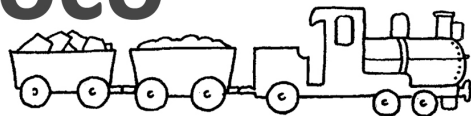
Dates for the diary:

Sunday Roasts at Chappel Station Café: 17th Mar, 14th April  
Escape Room - Codebreakers Experience: Monthly, next one is 31st Mar  
Mother's Day Special, 31 Mar  
Spring Steam Gala, 6-7 April  
Easter Day Out with Thomas, 19-22 April  
Bank Holiday Festival, 5-6 May





# Pete Martin's Plumb Loco



Well, here we are again- Happy New Year. Christmas - or "Festive Period" as some will impose - has rapidly retreated into the nether regions of your local supermarket along with the time-worn melodies, walls of "mint spies" and this year - a tsunami of Prosecco. I am reminded of years ago when Christmas started on Christmas Eve, which is when Father arrived home with a real Christmas tree, and we stuck the decorations and lights up that evening. If you couldn't afford it, you made your own or improvised. People used their ingenuity and imagination - there was not the choice of stuff on the market unlike today, where Felixstowe is awash with containers from China. In those simpler days, potholes, cutbacks and Brexit weren't part of the everyday vocabulary, and the festive period wasn't commercially rammed down your throats 3 months beforehand. The railways ran a full or modified service except for Christmas Day as part of an integrated system - unlike now where it has become a disjointed Monday to Friday 9 to 5 job, and at weekends you get a bus - seemingly as the norm.

Long gone are the days of lying in bed at night lulled to sleep by the sounds of distant passing trains carried on a skirling winter wind, and then it was gone. Whilst the railway was running, all seemed right with the world, unlike now where the invasive and continuous drone of lorries on the local motorway or main road keeps you awake all night. I know what I would prefer to have at the bottom of my garden - and it's not a motorway.

We reflect on the reality (unlike the virtual reality as viewed through the auspices of social or unsocial media) of today's changing climate and society which begins to affect what we do at Chappel, where we now think about redefining our longer term plans and focus on delivering and managing what we can do, and what we have in our Collection. This has emerged as a constantly-changing picture, almost on a daily basis, where ideally one would wish the world would stop, and we could get off and have a long, hard, look. We continually have to ask which day of the week it is - and boing! - that's another week gone.

However, encouragingly- increased footfall has generated a buoyant income in some areas, but less so in others. We have to cut a balance with things in a more measured approach, but suffice to say things progress within our own oasis, whilst other areas disappear under new housing developments.

To bring you up to date would take more than the Hon. Ed. has space for, but I will do my best to paint the picture. So here we are - warts an' all.

Work on "Lampport No 3" progresses towards re-wheeling the chassis within the next couple of weeks. The DIY boiler kit is currently under assembly in preparation for welding of replacement parts. It is sad to relate that the closure (- pre Brexit) - of Willingale's, a local firm, highlights one of the aspects of why it can take so long to restore things. It is not only just what you find wrong with it when



▲ Nearing completion, the Railbus ventures into Platform 3 on 29th September 2018 - Peter Martin

you take it to bits and how much money you can throw at it, it is the availability of the materials and the skills to do the job. When one of these important links with industry closes, the country loses a little of its life blood.

The operational locos are currently under winter storage and Jubilee has a new higher-capacity ash pan ready to be fitted. No. 54 alias "Thomas" is undergoing remedial work to the vacuum system to improve condensate drainage. I say winter storage, but as yet we haven't had any winter as such. It used to be that winter began in November and extended through to March - April, and yer mother used to come round and scrape the ice off the insides of the windows- well mine did. Now it's just a grey mush with SAD and the odd bit of white stuff thrown in, and the country descends into Facebook or Twitter- driven chaos and stupidity when that happens. Years ago people accepted it, managed, and the railways and buses carried on, unlike now where

they're sent scuttling for cover.

The all- important W&M railbus E79963 is attracting interest from far and wide. This local hero was much maligned along with the other four classmates when they were introduced in 1958, in the days when the line used to go through to Cambridge. It is now reaching a point where we could be looking at starting to put the seats back in, thanks to numerous contributors towards this vehicle's restoration. The vestibules are now complete with the internal repaint of the rebuilt sliding doors which have seen new nose and cushion rubbers fitted and reinforced latching mechanisms refitted and tested. Many visitors and others on site question when it will be complete, but one has to say the length of time it takes to restore, is governed by all the fiddly bits which are unique to that vehicle - and there's been quite a few of those, with more to come. One task that has been done is that the defective electrical circuit breakers have

been replaced by a more modern type.

The re-paint of Drewry 04 shunter D2279 repaint is progressing. There was an initial thought on BR blue as a wind-up to the enthusiasts, but we decided against that scheme and it is now emerging in BR green with wasp stripes either end, as per the original colour specification.

The protracted rejuvenation of Toby the Tram replica, based on the Fowler-built loco supplied to Coryton Oil Refinery, has culminated in a successful run-up of its reassembled unique Leyland 900 power unit, thanks to the skills of Ian Rushbrook. There are still a few bits to do, but basically it is in a runnable condition. There were quite a few cheers went up - and some trepidation - when it sputtered into life for the first time last year. Knowing the amount of work involved with sticking it back together over the past couple of years, woe betide anyone who disrespects it! But then again that goes for anything. It is one thing to drive or run a vehicle, the skill lies in knowing what to do when it goes wrong -or, failing that, to recognise when things are about to go wrong before it completely breaks! With today's changing demographic that aspect is becoming increasingly challenging as first-hand knowledge of these vehicles is increasingly lacking in the younger generation.

Currently the cost in-

► *Pete Martin and Isaac Ferneyhough take a look inside D2279 which is now in its new colours, standing outside the Restoration Shed on 1st March 2019 - David Reeve.*



volvement has been negligible to the Museum, but there is a tag of £15k for the engine repairs and the transmission rebuild provided by voluntary and gift-aided subscription involved, and we are indebted once again to those who have supported this project and helped to preserve a unique piece of Leyland heritage, as well as our own. We could have thrown the engine away, as others have done elsewhere and now their loco is bereft, but that's not in the spirit of preservation. Hopefully, it will appear in time for the Easter Thomas event and reunited with Henrietta, where there are many visitors who would be pleased to see their return.

The Simplex petrol loco is currently on hold as work has been diverted to the MK1 SK coach which has finally come into the shed for remedial bodywork refurbishment and mechanical examination. Suffice to say that the previously seized ancient 4-cylinder Dorman engine of the Simplex has been unseized and now rotates freely. One regular working member has offered to pay for the first tank of petrol if the engine is to be used again. One hopes he can afford it. When it last ran, petrol was £1.35 a GALLON - not a litre! Mind you, we've still got to build a tank yet.

Plasser crane 85121 saw action a couple of months ago with the erection of the re-sited signal protecting the crossing on the main, and is serviceable, as is the Permaquip HCT. Both these items are part of the more modern railway scene and provide background to our infrastructure maintenance and works. They often provide enlightening entertainment to visitors who have never seen anything like them in action, especially in the daytime. When Network Rail had them, they only came out at night time - or weekends when the buses were running!

There are loads of things going on. I could rattle on and on writing the equivalent of Tolstoy's War and Peace, but I've got square eyes doing this, and Hon. Ed. won't let me! I've kept him waiting (and you dear reader) for long enough.

Why not come and have a look?

Better still, come and join in. We have a full calendar of events planned, and the Museum is always open for new volunteers to help out, where we can offer a chance to enhance your skills from operations, to heritage engineering, and administration. Behind it all is the fascinating historical background of that which has been taken for granted on a daily basis by so many over the years, and is now remembered by so few.

## The Vicar Moans -

This article is reproduced by the kind permission of Father Richard Tillbrook, who is the Vicar of St Barnabas Parish Church, Old Heath, Colchester. It is from the January 2019 edition of the Old Heath Parish and Community magazine.

I need to pass a law telling people not to say 'Train Station'. It is a railway station. A station on the side of a railway. A train stops (stationary) at a station. Whilst on a railway theme; the train is pulled behind the locomotive. The locomotive is not 'the train'. A train is what follows —just as a bride has a train on her dress but we don't call the bride 'a train'.

I also want to know why so many people begin a sentence with the word "So". For example, "What time is the service on Sunday?" "So, the service is at 10am".

Then I really have to put a stop to 'Yeah, no'. For example: 'Did you enjoy the party?' 'Yeah, no, it was OK'. Grrrrrr. Finally, before my blood pressure rises, I must put a stop to 'I'm good'. For example, 'Would you like a cup of tea?' 'No, I'm good'. Or 'How are you?' 'I'm good'. The questions are not asking you whether you are good or bad. It is for others to decide whether you are good or not.

*So, it seems that our male chairperson, and author of Plumb Train, sorry Loco, is not the only person in the world to not like certain things about modern life. Yeah, no, just sayin' - Ed*



# Team Thursday Update -

Our regular update from everything Thursday at the Museum

By Colin Burwood

Winter draws on! Especially true for Team Thursday as we manfully carry on in the cold, digging holes, filling them in again, fixing the electrics, finding things hidden in containers and recycling them to fix the electrics and, most importantly, drinking lots of tea in a warm Mess Room (once the heater has been on for several hours). As Team Thursday is now a democracy, without leaders or underlings, I will refer to the collective "we" in this article to protect the anonymity of said collective (and also because Bob was aggrieved at having the mickey taken out of him in previous magazine pieces).

Much of our time in 2018 has been spent on ground works for MR2 - digging trenches, putting in drainage, filling in trenches, level-



ling the site, putting down hard-core and so on. The purchase of a 360 excavator has helped this process tremendously, (well done Tim!) as well as having trained operatives to use it. We now await the slightly warmer weather to further progress things, such as putting down the concrete bases for the Station Building, the Signal Box and the Road Crossing.

We also ventured into the jungle that is the Orchard, risking life and limb amongst the brambles and wild roses (and occasional apple trees), to recover some lampposts, but couldn't find the tops for them in the undergrowth. We asked those members with long memories (and teeth) whether there ever were any and where they might be stored. After a thorough search, including crawling under the platform

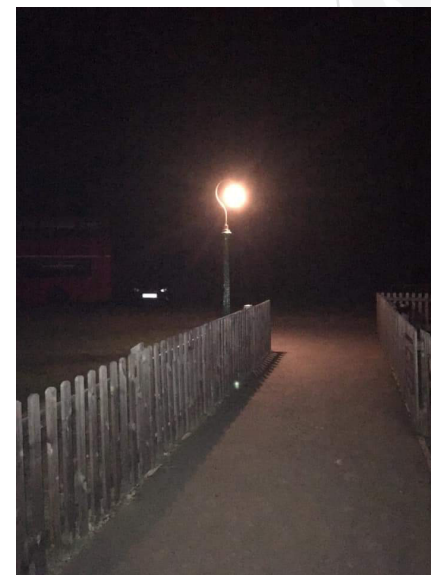


◀ Progress on clearing the orchard to help create a new hard standing area (See Tim Rice's Estates report for full details).

in the Goods Shed as we had been assured they might to be under there, we didn't find them and were resigned to getting some swan necks make up, but one last foray into the orchard jungle provided rich rewards. Hidden in a badly deteriorating builder's aggregate sack were the swan neck tops we were looking for!

One complete lamp post has now been cleaned up, repainted and put in position at the beginning of the path down to the Thompson Centre. This steam-powered lamp post, originally from North Woolwich station, now has electricity and water fed to it and it provides an illuminated path for the secret late night meetings of the Model Railway people in the Thompson Centre, with its mighty 60 watt bulb. Just in case that's not enough, a second beacon of the night will be put up halfway down the path.

Not satisfied with lighting up one area of the site, one member of our collective was also instrumental in replacing the lamp over the stairs up to the Station Ticket Office, a not inconsiderable task as it turned out, so well done Rod. He was ably assisted in the removal and installation by several other members on site at the time.



▲ Former DLR information boards being installed onto the former Miniature Railway platform.

As it's not a good time of year to indulge in our favourite pursuit of digging holes and filling them in, we've been cutting down the undergrowth (and the trees, but we will keep some of them) in the Orchard. This has uncovered some of the ~~junk~~ valuable artefacts ~~dumped~~ carefully stored there, as well as giving us the opportunity to indulge our pyromania by having a really good old bonfire every week.

Roll on Spring and the (two week) digging season

◀ Light at the end of the path - the new light outside the Thompson Building



# Platform 3 Crossing Track Renewal -

.....It all started with a valid concern raised about a Customer trip hazard.

*By Nick Ridgway*

The track beneath Platform 3 crossing had been installed, using second-hand timber sleepers, around 1974.

The material was recovered from Alton Brewery in Hampshire by volunteers, and all of it was pre-1923 ex-LSWR on its original timber sleepers. In order to minimise expenditure on materials at that time, the fill medium in between the rails to create the crossing utilised life-expired timbers and the arrangement worked satisfactorily for a while. In this original alignment it was too tightly curved to accommodate the ex-SR class S15 tender locomotive which was on site at that time though, strategically, that wasn't as important as letting smaller locomotives into and out of Platform 3 for "internal" services. Around 1990 it was realigned further east on a gentler curve, as part of the Restoration



▲ *Creating the track to the east side of the Goods shed in the 1970s*  
- Nick Ridgway

Shed development, which would have done for the S15 though by that time it was long based elsewhere. In order to guide the wheels correctly, a check rail was installed through the crossing in the 1990s, the spent timbers removed, and three lorry-loads of spent ballast tipped into the shed approaches to bring surfaces up to rail top, making the area multi-functional, as it remains today.

Fast forward to 2017, and it became apparent that the

track gauge was widening around the curve leading past the east side of the Shed. Some widening on curves at installation is practical and acceptable; however a change over time indicates deterioration going on. As another indicator, the check rail was rising upwards, showing that the sleepers were now spongy and compressing under load, leaving the unloaded check rail behind elevated as the running rails "pumped".

It was already known that the joint at the north end of the panel was more air than steel, as the non-standard rail lengths had needed some non-standard extra fish bolt holes between the originals when they originally went in, significantly weakening the rail end and rendering it liable to break under high axle loads which were presented by the newly-arrived diesel crane. The gradually rising check rail became the trip hazard and as



◀ *Tallon's boot reveals that there is nothing left of the sleeper once beneath this 1902 check chair.*

► *Jack Plumb is the happy crane driver - Andrew Cullum.*

there was no longer any reason for it to remain, it was dug out and removed. It was then that the true condition of buried timber sleepers, approaching their hundredth birthday, was revealed.

The summary became that of volunteers needing to replace a strategically-important piece of track in the shortest possible possession time, which these days is from the back of 'weekend 1' to the front of 'weekend 4' in the late Autumn 2018, so busy is the site these days.

In the summer, twelve E1 bullhead concrete sleepers and two 30ft bullhead rails appeared between Platform 3 line and Goods Shed North line. They were quickly pre-fabricated into a panel of track ready to install in one hit. It weighs 4.9 tons.

However, in order to get a "standard" 30ft panel installed under the crossing, one rail in platform 3 needed to be changed for a shorter one, and two pairs of adjacent rails needed to swap sides, so this needed to be worked into the plan and the shorter rail delivered from stored stocks. There was then a pause until late November, when Tim Rice got busy midweek with the Museum's excavator to expose the failing track panel.

On the Saturday a team gathered and soon lifted

► *All finished, with 1 weekend to spare before Santa 2018's Customers arrived. - Nick Ridgway*



the failing panel out. The crane then retreated to pick up the prefabricated panel and, while it travelled "the long way round" via Chapel South, so it could work of necessity with its 4.9 ton track panel load at the north end, the rest of the team started swapping rails through Platform 3 line. By the evening, the replacement panel was positioned in the gap, unsupported, and the adjacent rails were being fished to it.

Sunday consisted of pushing fill material underneath the new panel, finishing off the necessary sleeper re-positioning, and running the crane over the swapped rails and new panel, as dark fell, to test it all. To the credit of the team, it didn't move anywhere. Tim then used his plant skills during the following week to finish off the road surface. The second weekend, though still available, was not needed. Happy days!





# Improving the Appearance of the Thompson Building -

By Jeff Kilpatrick

When the Thompson Centre was completed there was a grand opening ceremony at which it was dedicated to the memory of the late great Peter Thompson, in the presence of his widow Muriel. This was to acknowledge his enormous contribution to the development of the Museum from its earliest days through to his untimely death. Much manpower and expense had been lavished on the structure and its internal fittings, and the hope was that the building would now pay its way by attracting room hires for corporate events and so on in the western end's facilities. Sadly, there has been little interest shown, even though crowds are regularly drawn to the easternmost end of the building where our railway modelling colleagues can be found. Around the Mess Room table somebody from the gathered Team Wednesday regularly wondered out loud whether this might just be because the building is dark green, flat roofed, and really rather unimpressive. Not so surprising when one considers that it was designed as a purely functional structure to which there was no need to draw anyone's attention.

So what might improve its looks and give it a bit more appeal to the eye? You could paint it a brighter colour, but there was no doubt that the green made it blend into its immediate

surroundings in an environmentally appropriate way. Could it be made to look more like a railway building and less like a barrack block? Yes, you could add a line of dagger boards like a platform canopy, which would also help to hide some rather unsightly guttering. Would you paint them green, or cream, or green-and-cream to match others on site? Probably, but let's first decide what material we are going to use. There was potentially a lot of work to be done, so self-coloured material had to be favourite, and this led inevitably to the choice of plastic rather than timber. Cream or white? Not many other choices, but surely white will look good as a contrast to the green, and is certainly the least expensive of the options.

Dave Rose went looking for potential suppliers of material, Lawrence Beeching went back to his computer and worked up drawings of possible designs, and gradually a costed case was assembled to put to the Trustees for a decision. While we waited for the approving plume of smoke to appear above the Board Room, which in due course

it did, we looked at possible designs. The variables for us, as for every railway in the last 200 years that wanted to make a statement with its canopy designs, were length and width, the shape of the ends, and the design of any cut-outs in or between the dag-

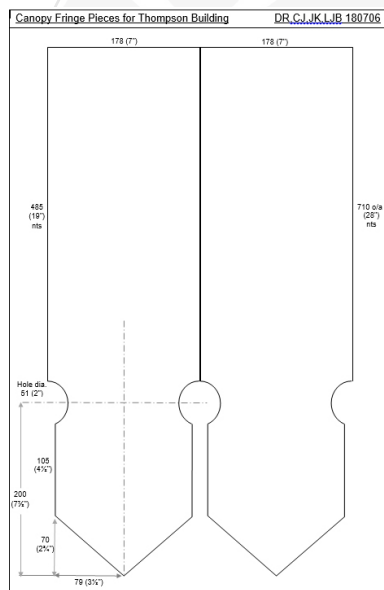
gers. If it hasn't already been done, there is the making of a book on this subject, as there must have been many hundreds of different designs over time. In the end the width and length were determined on the basis of achieving minimum waste from the manufacturer's supplied lengths whilst achieving the objective of covering the roofline above the windows including that guttering. The bottom edges would be cut to a point, and then all that was left was to decide the shape of those decorative cut-outs. Squares, diamonds, and circles were all considered, but it was only when the material arrived and we could experiment on cutting or punching shapes in the rather brittle plastic that a final decision could be reached. Diamonds would involve a number of cuts with a saw, and considerable scope for error or inconsistency of shape, while punching out a diamond shape proved impossible with the chosen material. Circles were the chosen answer.

Panels would be assembled in the workshop and taken outside to be fixed to the building. On its east and west ends this would be relatively straightforward as panels could be screwed directly to the existing fascia boards. The front would be a different proposition, as the panels would need to be mounted forward of the guttering on specially fashioned brackets. A plan of campaign was needed, as there would have to be a production line if the job was not to last beyond the expectation of reasonable weather for installation

on site. In each case, panels would be made up by screwing the daggers to backing strips made of the same material.

When the material arrived it immediately caused a storage problem as there was just so much of it. Rather than clutter up working spaces it was stored in a container and transferred to the workshop as required. Individual daggers were cut using a stop fixed to the chop saw table. Next, the ends were shaped: to achieve a 97 degree point, two cuts were made on the chop saw of 41.5 degrees each with the dagger turned over for the second cut. Then the decorative holes, a semi-circular cut out of each side of each dagger, were achieved by placing two daggers side by side and cutting a circular hole across them (although this process provided some interesting "wrong'uns" such as where daggers were inadvertently placed upside down and the cuts made at opposite ends of a dagger!). To fix the daggers to the backing strips and the fascia, a jig attached to a pillar drill allowed the drilling of four screw holes in exactly the same positions on each one by simply sliding the work piece to each end in turn, then turning it over and repeating the process. Now all that remained was to make up the panels and then fix them to the building.

Over several weeks, teams in the workshop made up panels to pass to the erecting team. Every screw was to be covered with a plastic cap so that a uniform white finish was at-



tained, and to protect the screws from the elements. A top edge was also thought desirable so as to slow down any deterioration from water incursion, and electrical conduit proved to be the ideal material, although this needed some careful cutting at the corners of the building. The highly visible corners at the front of the building were carefully negotiated so as to ensure continuity of the appearance, and the same approach was adopted at the rear corners even though there was no intention of continuing the installation across the rear south side, for the time being at least. The original "Thompson Centre" signage was recycled, with the original cut-outs for the guttering brackets made good so as to give a flat surface finish.

The project has engaged Team Wednesday for several weeks on end, but has proved satisfying to all involved. The building's new look has attracted much appreciative comment from observers, and it is to be hoped that the enhanced appearance attracts the hires of the building that was always the intention when it was first erected.

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

*By Jack Plumb*

Many of you joined me for the first Christmas Volunteers Outing in a long time to the Spa Valley Railway. A full report was provided in Chappel News recently but for those who don't get this Newsletter, all those involved on the day had a good time. Suggestions are already being made for next year's outing and do please keep them rolling in. Recently, we have welcomed quite a number of new volunteers into the Museum and this healthy stream looks to continue in months to come. I am therefore looking for volunteers to assist with giving new joiners an induction, tour of the site and to assist them with getting settled in the Museum. If you can help please do let me know.

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

Recent S&T work has focused on the relocation of the banner repeater as part of the Running Shed enabling works, with the removal of the original telegraph pole. Hopefully by the time you read this, the banner will be operational again and mounted on the large concrete gate post slightly further south than its previous location. This work, coupled with some faults, has resulted in delays to the other S&T projects; however, they are still very much burning away in the background. The OFF indicator for the Goods Shed is progressing well and we are nearly ready to start on the South Box project. This requires a lot of cleaning- up of signalling components which will take a considerable amount of time if it is just left to the current small team. If any volunteers would like to come down and assist with the cleaning, painting and installation of the equipment then please do let me know.



▲ David and Anne Taylor, former Museum Members and Adopters of Bures Station receive their gift from Greater Anglia's Public Relations Manager for all their years work, ahead of their move to Macclesfield - See Express News

◀ Jack Plumb signals to the crane operator during the operation to move the Telegraph pole and Banner Repeater on Saturday 2nd February 2019 - Graham Farrell

▼ Jack Plumb takes an important call during the members away day to Spa Valley Railway on 29th December 2018 - Greg Kiteos







▲ Rob West with an assortment of new track for Mini Rail 2 on 24th February 2019 - Phil Ainsley

▼ Peter Robinson with the Ground Roller gets to work on the new Miniature Railway on Sunday 14th February 2019 - Tim Rice.



▲ Under a very dark sky, Number 11 with a single coach train passes North Box during the New Year's Day Steam on Tuesday 1st January 2019 - Greg Kiteos.

▼ Volunteers hard at work to remove the track in Platform 3 on Saturday 24th November 2018 - Andrew Cullum







▲ Mick Judd in the Team Wednesday workshop creating the crossing gates for the new Miniature Railway on 12th December 2018 - Tim Rice

Maureen Knappett struggling to get the hang of this texting thing during the Day out with Thomas and Santa event on 23rd December 2018 - Rob Boyce ▲

▼ Gordon Humphris, Phil Leggett, Brian Abbott, & Norman Tenner work on creating an access from the workshop to storage container on 12th December 2018 - Lawrence Beeching



## Braintree and Halstead Model Railway Club News -

*By Gordon Humphris*

The Club has now integrated itself fully with the infrastructure of the EARM. This, as agreed by the Trustees and HOD, has been long overdue. We have become the Department of Model Railways (MRC). Whilst still retaining the Club's identity in the model railway world, it enables us to work closely with other departments and have closer ties and communication. Yours truly has become the HOD for the Club. Better communication through the infrastructure of the EARM has brought us closer; the liaison between the MRC Events Team and the Museum's Commercial and Events managers for the October Show has proved that. Our members of the MRC now feel a real part of the Museum and some, like this reporter, already volunteer for the likes of Team Wednesday and Team Thursday.

The Club had a very good season last year and hope to continue that success in 2019. The Club's Annual Show was successful in June, but numbers were down on admissions- something we will be thinking about when planning this year's event. Some members opened the doors to a Schools visit from Chappel Infants School, organised by the EARM. It was a pleasure to welcome lots of excited little faces, and although it was not on a regular MRC opening day it was felt that this shows our commitment to EARM activities as a Department.

The October Small Trains Show was very successful with the Department of Model Railways taking an active part in its promotion leading up to the day and running of the Modelling side of the event. This year should be even better having learnt some valuable lessons. The layouts on show in both the Goods Shed and the Thompson Centre were well- received, and it is hoped to expand the theme of Thomas and Friends in miniature on some of the layouts on display in the Club rooms. Some concern was shown by some Museum members that the layouts in the Exhibition room were not looking their best.

We have Club members taking Gosfield Yard on the exhibition circuit to the West Essex Model Rail Event in late April. Members are also off on their travels to various shows and events. We look forward to a positive future with some plans in the pipeline that we will report on in the next issue, as well as Club activities past and future.



◀ Our display in the Goods Shed on 7th October 2018



## Miniature Railway Update -

By Tim Rice

Around 200 tonnes of hard-core has now been laid down on the site of the new line and will soon be compacted ready for track-laying. This is a crucial stage of any build; after all, these are the foundations of the railway and support everything thereafter. Signal-box, Station Building and Depot storage (40ft container) are now awaiting their new homes; the holdup at present being the need to pour concrete. This is an equally crucial process that cannot be rushed and not a job to do when frost is present. Although we're not ready to pour concrete just yet; this stage will most likely have to wait for March and the return of sensible weather. Formers and reinforcing mesh are to be installed once the sub-base is compacted.

I am pleased to be able to announce that two passenger coaches have now been ordered and are currently under construction with CMD Engineering of Chatham. They will form the first items of rolling stock on the new railway and will be equipped with train brakes and seat cushions! In line with new infrastruc-



▲ Rob West checking the cross level of the digger bucket for MR2 on 14th February 2019 - Tim Rice.

ture, the need for new rolling stock is high on the list. Once on site and proved in service, batches of two will continue to be ordered until we have a rack of eight coaches which will see uniform trains in a uniform livery.

Much of the existing MR stock will be sold off as time progresses, including some locomotives. If any members are considering becoming a locomotive owner, do speak to me or Rob West for further details.

MR1 has now been closed, but two large display boards have been erected by Team Thursday on the former MR1 station platform. These boards will be displaying project information not just about MR2 but other projects as well. Potentially, there could also be some site advertising here.

◀ The Last Rites being given to the former Miniature Railway on its last day of operation on 23rd December 2018 - Phil Ainsley



## Ronald Shephard: Champion of the Southwold Railway

By John D Mann

His dream of a lifetime was to see the railway reopened: over a decade on from closure, not a wheel had turned. It was locked - untouched - in a decaying time warp.

Quite why a man from Sussex who ran a firm producing bottle stoppers embossed with a shepherds' crook, familiar to Tizer drinkers, should be quite so obsessed with the Southwold Railway we may never know. What we do know is that he was a member of the Permanent Way Institution - a light railway engineer - and held the somewhat obscure post of 'Advisor on the Defence of Narrow Gauge Railways' during World War Two.

Ronald became a one-man crusader, visiting the line during most years 1930-42, amassing a collection of over 300 photographs and putting forward various schemes to restore services. Perhaps the most ambitious of these was in early 1941 when he inspected the route with War Department transport representatives detailing a change to standard gauge and hiring stock from the LNER!! Time however was running out, the nationwide wartime scrap recovery was under way and the moribund remains of the Southwold Railway would soon become a prime target. The stored stock at Halesworth was broken up before contractors moved to the Birds Folly engine shed site. These remains were demolished leaving loco No. 3 Blyth exposed over the ashpit awaiting the cutters torch. By September 1941 she was gone.

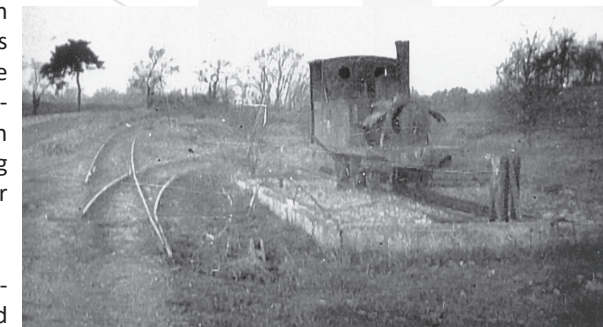
The remaining track and two locomotives stored at Southwold

shed suffered a similar fate. By January 1942 the railway was no more. Ronald returned in 1956 with a preservation proposal based on the success of narrow gauge revival in North Wales. These railways were still in situ, whereas the Southwold was by now devoid of infrastructure. For Shephard defeat was inevitable: the man who had fought ceaselessly over several decades to revive the fortunes of Suffolk's unique narrow gauge railway must have been heartbroken.

Further reading: The Southwold Railway by the late Alan Taylor and the late Eric Tonks published by Ian Allan Publishing 1950, reprinted 1979. Editor's Note: You are also recommended to re-visit John Mann's original article in SVS 161 (Autumn 2016) for a fuller description of the Southwold Railway and its history.

You can view the Ronald Shephard collection on-line at [www.westsussex.gov.uk](http://www.westsussex.gov.uk)

▼ One of the last views by Ronald of the Southwold Railway in situ. No. 3 'Blyth' awaits the cutters torch in August 1941. Photo by kind permission of the West Sussex Records Office, Chichester.





# Words from the Works -

By Allan Robinson

No 54: Some modifications have been made to the braking system to improve its efficiency.

Jubilee: Still requires a new ash –pan to be fitted, task to be completed before its Easter outing.

No 11: remains serviceable.

Lampport No 3: The re-wheeling of the locomotive is now waiting for the painting to be completed. The new foundation ring has been drilled and fitted, along with the throat plate and front tube plate patches. Replacement blast pipes have now been manufactured to replace the rusted- through old ones.

Simplex: The engine is no longer seized and it is hoped to shortly see if it will run again.

Toby: many jobs have now been completed; mainly waiting for the new exhaust.

The 5- Plank wagon is having some well-needed TLC with new steelwork on the chassis and a new floor fitted. Also, the faulty vacuum cylinder has been replaced.

The Coal Truck is now out-shopped and is on display.

Other jobs that have been completed by the team in the last few months include manufacturing a jib support beam for the rail crane, spring hangers for the GER coach No 308 and a display stand for the model B12 locomotive.

Work on the new Running Shed is progressing. Now that the ground investigation work has been completed it is hoped to have the foundations in place by Easter.

Rob Varletta and Kevin Watson have been undertaking some works on the SK Coach, this is currently in the Restoration Shed and has been suffering from a leaky roof.

The image on the right by David Reeve shows the progress as of 1st March 2019.



▲ Josh Fortescue undertaking work on the Simplex on 22nd December 2018 - Phil Ainsley.



# Plant and Equipment News -

By Tim Rice

We will soon be bidding farewell to our flail hedge mower; this is another item of equipment which has been identified as “at risk of becoming a collector’s item”! Although a very useful tool, because of its nature it does not see much use around our site, which unfortunately, means expensive equipment deteriorating through lack of use. The equipment is a stretch for our machines, and hedge cutting when required will now be done by local contractors. A sale would release cash to be spent elsewhere.

Talking of spending, we have also purchased a “pedestrian vibrating roller” to give the equipment its full name. It does what it says on the tin, and will go a long way to help avoid hiring machinery which can add pressure to complete a job. This equipment is already being pressed into service, some pictures appear elsewhere in the Magazine . Being a relatively small piece of equipment this item came at

► Tim using the new digger on the site of the forthcoming Running Shed on 27th February 2019 - David Reeve



▲ Phil Ainsley making use of the new roller on Mini Rail 2's trackbed on 14th February 2019 - Tim Rice.

a sensible price second-hand and is user- friendly.

MR2 is certainly eagerly awaiting some compaction and there are a host of other Estates jobs that would see it put to good use.

Two training courses have seen Jack Plumb, Tallon Avery, Harry Brown, Peter Robinson and Phil Ainsley familiarised with our New Holland tractor. This is another very useful tool

which prefers to see use rather than just looking pretty. Well done chaps! After further training with this machine, our dumper and roller will be available in-house. Those already on the waiting list are being reached out to, albeit at a slower pace than is ideal.





## 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 meeting on Friday 5th October was the AGM for which the Minutes are available on the Meeting Programme page of this web site. After the AGM and an EARM update from Mike Stanbury, Richard Pell gave a presentation on An Eastern Miscellany which, in his introduction, he described as beginning with steam scenes taken around Colchester some fifty years ago. Scenes began with a Claud Hamilton loco from 1923 in GE livery with Richard's grandfather seen amongst the assembled railway staff. The next shot was of Britannia Class 4-6-2 70011 at Liverpool Street in 1960, followed by a various shots in Colchester yard of ballast and minerals wagons, all for internal use. More similar shots followed of 03916 and others ready for scrapping, 03059 at a May 1988 open day and 08228 towing another loco. Following these, shots included various Cl.47 with both freight and coaching stock, as well as car transporters. Another diesel shot showed 47164 in Jubilee Livery in 1977 and then 47500 Great Western. Further scenes followed of N7 BR 69621 0-6-2T arriving at Chappel. Electric traction was not neglected, with several shots



of 312 and 309 EMUs, before finishing an enjoyable presentation with shots of BR Standard Class 70013 Oliver Cromwell.

The last meeting of 2018 on Friday 7th December was a digital presentation by Geoff King on the subject of "East Midlands Memories". In the opening part, Geoff explained that he originated from the East Midlands, hence he was able as a youngster to make many trips out to local lines with his camera and take photographs. He began the presentation with a short history of railway developments in the area which stemmed from the need for the rapid bulk movement of coal. The Midland and the Great Northern were in competition with each other and constructed many lines across the area. The Great Central was last on the scene and only added to the rivalry. The first photographs were in monochrome and of freight trains taken in the 1950s, with a variety of motive power each hauling various trucks. Shots moved onto a succession of passenger trains before a classic image of a 9F leading a coal train. Numerous locally-based locomotives were shown, too many to list individually, with the occasional visitor e.g. a B1 or a West Country, and moving the years through to 1963. In 1965 a shot was of Clun Castle heading from Nottingham to Paddington towards the end of steam. Shots taken at Leicester London Road showed various locos and their coaching stock, with engines seen from all four pre-grouping companies.

After a break for some seasonal refreshments, shots shown by Geoff continued along the same theme and with a rail tour around the Woodville Loop at Coalville, with its steep

◀ *Britannia Class 4-6-2 70011 at Liverpool Street in 1960 - Richard Pell*

► *Double-heading was very rare on the Great Central. This was a chance encounter on the summer evening of July 24th 1958. The location is Woodthorpe Road bridge, south of Loughborough, now much frequented by photographers in the preservation era. Class K3 2-6-0 No. 61809 pilots Class 9F 2-10-0 No. 92068 on an up 'runner' or 'windcutter' consisting mainly of coal wagons - G.D.King.*



climb and sharp curves. Further shots followed around Market Harborough and the Uppingham branch, along with accompanying anecdotes. After another series of excellent shots, the evening drew to a conclusion with a 9F under full power and then an A3 on an up-Manchester express, the latter being one of Geoff's own favourite shots. It had been a superb evening that was enjoyed by the audience and given a round of applause.

### Programme for 2019

The first meeting for 2019 was on Friday 1st February which brought along Jim Connor on the subject of North Woolwich to Palace Gates. Scenes began at North Woolwich with a 1963 street view of the station which first opened in 1847 from Stratford and later the service was extended to Palace Gates. The next shot was of Silvertown on a foggy Saturday followed by some trackside scenes before moving on to Custom House which had been opened in 1855 and rebuilt on the 1890s. After a short excursion along the Gallions Reach branch, scenes moved to Canning Town which was opened in 1847 and rebuilt in 1932. The next station in the presentation was West Ham, with shots of its island platform, followed by shots of Stratford Market station and of its last train on 6th May 1957 hauled by an N7 loco and shown again in the 1960s now almost demolished. Stratford Low Level was the next station shown, with platform shots and of the arrival of a train from Palace Gates. Built on a bridge, the next stop was at Lea Bridge station, which after spending some years as an unstaffed halt, was closed on 1985. South Tottenham shots included a Fowler Class 3 arriving with its train before scenes moved to Seven Sisters with a J17 hauling a goods train. Onto the Palace Gates branch, the first scenes were of West Green station which had been opened in 1878, with shots of train and track layout in 1962. After shots at Wood Green both in use and after closure, the evening arrived at a now derelict Palace Gates station, with shots of the station and its last train and coaches on 7th January 1963. It had been a splendid evening which rightly drew a warm round of applause.

Meetings will continue in 2019, 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 this web site, from David Reeve on 01206 793923 or by e-mail at: [d\\_e\\_reeve@hotmail.com](mailto:d_e_reeve@hotmail.com). Please take the opportunity to send in any written suggestions for topics and/or speakers for future meetings.

## 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/>

### September 2018:

In September, we had a good attendance (20+), for this particular month, for the annual visit of Peter Watson, and his 'Transport Video Miscellany'. This year, Peter followed on from his last visit - to show us more photos from the Brian Dorman Collection. Brian died in 2017, and Peter has digitised his collection of 35mm Colour Slides. The photos for our show covered the period: 1962 to 1968, and focused upon the closing of lines and "End of Steam 'Special's' - run by the Locomotive Club of Great Britain (LCGB). These steam-hauled trips by tank and tender type loco's - traversed parts of BR's Southern Region, Western Region, incl. Somerset & Dorset (S&D), London Midland Region & Scottish Region. Brian was also very interested in shipping, and our show concluded, with Peter showing a series of photos of Freighters, Liners and Tugs on the River Thames, and at various London docks, including Tilbury docks. (Kenneth Crane).

### October 2018:

In October, a large attendance (29), welcomed the first visit to TETC of Peter Groom - from Broxbourne, Herts. His presentation was entitled: 'Steam Locomotives of East Anglia in the 1950's'. Peter's collection of atmospheric, 35mm b/w slides - were converted from a historic collection of b/w prints - that Peter had originally taken - starting from 1954, up to the end of East Anglian steam, (that being south of March) in 1962. In this presentation, Peter showed us a comprehensive collection of loco types - including, tank type loco's, e.g. Thompson 'L1' Class and Hill/Gresley 'N7' Classes. Then moving along to tender type locos, e.g. Gresley/Thompson 'B' Classes, Holden 'D' Class, Wordsell/Holden/Hill/Gresley 'J', Classes, and Riddles', 'Britannia Class'.

The majority were based at Stratford Works and Shed, the others were at Cambridge and March sheds. Peter's analytical approach to loco designs, their variations and idiosyncrasies, provided an interesting and different perspective, for a knowledgeable audience of GE, GN, M&GN, LNER & BR locomotive types. (Kenneth Crane).

### November 2018:

In November, we were scheduled to have Nigel Harris - RAIL Magazine's, Managing Editor. However, Nigel had a medical procedure in September, which made him unavailable to visit us. Thankfully, his assistant at RAIL magazine, Richard Clinnick, kindly stepped in for him. Richard prefaced his talk, with a brief autobiography of his life to date. Born in South Devon, he spent his early years watching trains on the GW Main Line, before relocating to East Anglia. After completing a course in journalism in Scotland, he started work in the East Anglian local press (2002). He joined RAIL magazine, as a News & Features Writer (2005), became Features Editor (2008) & Assistant Editor (2013). In the first half of the presentation, he gave us a brief history of RAIL magazine - from starting out as an enthusiast magazine (1981), to the present day - covering a much wider audience. He then talked about his diverse work activities, including, covering major railway incidents, e.g. the Dawlish seawall collapse (2014), interviewing prominent transport personnel, scaling the Forth Rail Bridge, contributing to social media and RAIL website, and reporting on the introduction of new rolling stock. Of particular interest to TETC members, were his insights and anecdotes, on the new Siemens, Bombardier & Stadler EMU's. These are being, and will be, introduced on our local GN,

GA & LO routes. The second half of the evening, was devoted to a Q & A session, with interested TETC members asking Richard questions on a number of contemporary railway and transport issues - which he was very pleased to answer, and the TETC membership appreciated his responses. (Kenneth Crane).

### December 2018:

In December, we had a good attendance (25), who welcomed David Alison (Tracks North Tours - Cumbria) for his annual visit down to London - care of Virgin West Coast Trains and Network Rail. David used to reside in Enfield, before moving north about 30 years ago - and has returned to us virtually every year since! From 2006, David has been the regular December ('Tribute') meeting presenter, after the death of former regular presenter Bob Todd in 2005. As usual, David showed us a range of transport pictures - which he had taken during rail travels in Britain and Europe in the past year - using 35mm slide film. As this was the last meeting before Christmas and the New Year - there is always a seasonal flavour to the meeting - which usually comprises of a variety of Christmas fayre at the interval! The audience appreciated David's presentation, and we look forward to David returning to us in 2019. (Kenneth Crane).

### January 2019:

In January, we had a very good attendance for this particular month (25), for our own TETC member Doug Fairhurst. His presentation, entitled: "Away Days 1962 to 1964" - Journey's to Buntingford, Audley End - Saffron Walden, Hayling Island & IOW - was a revised version of one he presented in 2016. This time, we were shown both moving and still pictures (from onboard the various trains and accompanying lineside shots - Steam & Diesel) of the above branches - when they were in BR operation, and after they had been closed. We also visited, some other less well-known closed routes including: Brightlingsea, Edmonton Low Level, Hertford (original GNR route), Hatfield to St. Albans Abbey, Seven Sisters to Palace Gates, and the still-open St Albans Abbey to Watford Junc. Branch. To conclude the evening, Doug showed some pictures of IOM Railways (IOMR) from the 1960's - including rare pictures of two articulated diesel railcars, working on the IOMR. These two railcars, were originally built for the 3ft gauge, Co. Donegal Railway (CDR) of Ireland (1950/1). After the CDR was closed (1959), they were auctioned off, and were purchased by the IOMR (1961), where they remained in various uses, up to the 1990's. At present, they are being restored on the IOM, pending a possible relocation back to Ireland, to the Fintown Railway - a restored former section of the CDR. TETC members, appreciated this particular presentation, as the majority of it, covered many locations in TETC's locality.

Isle of Wight images below courtesy of Doug Fairhurst Collection © 2017





## Jam Tartz Catering -

*By Leigh-Ondrea Bendall*

Jam Tartz Catering Services are now well established at the EARM since taking over The Chappel Station Café. Come and meet our Manager, Sam, and her team and sample the delicious food; as many ingredients as possible are sourced from Essex and Suffolk and we bake many of our own dishes and cakes on site. We look forward to seeing our 'regulars' who pop in for their "elevenses" or lunch, as well as the families who visit the Museum to meet Thomas The Tank Engine or Father Christmas.

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. However, you are equally welcome to both pop in for a can of drink and a packet of crisps if you are in a hurry, or to take the time to have a leisurely meal in the setting of a delightful vintage railway carriage.

You don't have to buy a ticket to the Museum to visit the café – why not arrange to meet your friends for coffee or lunch on a regular basis – you don't need to be a train enthusiast, just an enthusiast of good food and drink!

Keep a look out for notifications on the Museum website for special events – Sunday Roasts, Vintage Teas, especially Mothers' Day or visit us at on Event Days – we offer a variety of foods at the Thomas weekends or the March Beer Festival – there'll be something for everyone.

We are pleased to be able to offer EARM staff, volunteers and Museum members a discount on some items, so remember to bring your Membership 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 or in the Thompson Building. Contact Neil at the Museum to discuss your plans, or you can talk to the café via the main switchboard at the Museum if you would like to book a table.

Details of all events can be found on our Facebook page @chappelstationcafe; alternatively, you can email us on: [information@earm.co.uk](mailto:information@earm.co.uk) or [info@jamtartz.com](mailto:info@jamtartz.com)

We operate on a profit sharing basis to support the work of EARM and are delighted to announce that to date we have contributed over £25,000. By choosing to eat in The Chappel Station Café you are also supporting the excellent work being undertaken throughout the EARM. Finally, I would like to offer best wishes to two of our regular staff, Sarah Johnson and Adam Guilders, who have recently left to pursue other career opportunities.

We look forward to welcoming you very soon.



## Events Roundup -

*By Anne Brown*

I am Anne Brown and for those who do not know me I am the new Events Manager. I also have two flower shops; one is in Sudbury, called "Juniper Flowers", and the other is in Danbury, called "Blossom Hill". But I also love to organise events, think I just like the buzz of it all!

We have lots of interesting events coming up at the Museum; the following should give you the flavour of it. I hope that we have something for all the family, not just for the train enthusiasts.

We start off with Mother's Day, coming up on 31 March. Jam Tartz have organised a carvery in the Goods Shed and I am bringing in a couple of singers to give the Goods Shed that special ambience. There will also be a hair- and make- over person giving something extra to bring those Mums into the Museum.

We then have a murder coming up! On Saturday 13 April at 7.30 pm, again in the Goods Shed, when we host "Heirs and Graces: Murder at Warbrook Manor." This is a production organised by The Third Edge Theatre Company. Further details can be found from the Museum web-site or at Visitor Reception. Tickets are £50 per person which includes the evening's entertainment, a two-course carvery meal, and either a large glass of wine, beer or a soft drink.

The Bank Holiday Festival on 5th and 6th May is to be a family- friendly weekend event. There will be face- painting, jugglers and circus workshops, bubble makers/magicians, go- karting, bungee jumping, trampolines, singing/music, and old- fashioned rides for the kids. Some of the details are still work in progress but you get the idea. I will also have stallholders coming in to sell family-orientated goods.

Steamy Vintage Encounter 19 May - this is a lovely event with vintage stalls, Big Band, dancers, singers, classic cars, lots for the kids to do. Father's Day 16 June - we will have Traction Engines on display, plus trains running.

21 July "Summer Steam Sunday": - an Extraordinary Steam Punk event - this is the first of this kind of event at Chappel, there will be entertainment, singing, stalls selling their wares.

All these events need more volunteers, especially perhaps the "Steamy Vintage Encounter ". If you are interested, please contact me on [events@earm.co.uk](mailto:events@earm.co.uk)



# Early S&T -

By David Petterson

It began (for me) in 1972; I had gone with my wife Jenny and young son to Germany to stay with a friend who lived in Hamburg. When we arrived, I found that the flat he and his wife were renting was opposite a railway station (not the "Hauptbahnhof", or main station, but a smaller one). At that time, East Germany was still a separate state; steam-hauled trains would come in from East Germany to the Hauptbahnhof and the locos would go on to this smaller station for disposal. I then realised that I had not seen a working steam engine for at least 5 years, and had not seen a mainline steam locomotive, such as the East Germans were sending across, for much longer. I went across with my young son to admire these locos on the pretext of showing him the locos, but he was not interested.

A few months later, back in England, I chanced to see a stripped down loco on a low-loader heading along the A12 towards Colchester (I later discovered that the loco was "S15" No.30841, subsequently named as "Greene King"). I made enquiries and found out that



▲ 30841 'Greene King' arriving on site on 23rd September 1972 - Bob Hammond Collection

the loco was heading to a place called Chappel, for restoration. We made a family visit and I was hooked! I became a member of the SVRPS and joined the S&T (Signals and Telegraph) department.

The S&T department was led by Derek Fox who held a senior position within British Rail; the workhorses were (in alphabetical order) Richard Booth, Colin Hill and Chris Hunt. Richard, Colin and Chris had already retrieved, restored and reinstalled the lever frame in the ex-BR signal box (it had been smashed to get it out of the box and been left lying in bits in the yard), but the box could not be used to control the points and signals in the yard since the rodding and wires would have had to cross the BR running line. The yard was controlled instead by a ground frame mounted on a timber platform where Chappel North box now stands.

Derek had S&T in his blood. He held weekly classes for budding signalmen (all men in those days!) and guards at St John's school,



▲ The ground frame which controlled the yard, (where North Box now stands) on 16th June 1973 - Bob Hammond Collection

► David Wood with his 1937 Scammell 3 ton Mechanical Horse, on Platform 3 before the Restoration Shed was built - Photo courtesy of Tom Wood



Billerica (where his wife Joyce worked). We learnt the 1950 BR rule book, the Single Line Signalling Regulations, and a bit about Derek's railway history (how do you signal a circus train?). At the end of the course we sat an exam and were awarded certificates passing us out as signalmen and/or guards.

But S&T was not just about standing on a wooden platform in all weathers operating the ground frame in the yard. S&T members had to source (scavenge might be a better term), recover, and install the necessary signals, facing point locks, rodding and other incidental items. Richard Booth had an ex-Post Office Telephones van still in its Post Office green colour, and often this van would get us waved unquestioned into sites where a more conventional vehicle might get stopped and questioned. The van had a diesel engine and it was from this vehicle that I learnt two things: firstly, the desirability of carrying a booster spray to encourage a reluctant diesel engine to start when cold, and secondly, how to bleed the injectors after running out of fuel.



We had S&T adventures with and without David's lorry; one that I particularly remember is recovering a signal box from Fotherby Halt, a station on what had by then become a goods-only line between Grimsby and Louth. Colin's parents lived in Louth; they kindly put us up, and I was most impressed by the large pile of ground signals and other S&T paraphernalia in their garden – whether it ever got to Chappel I don't know! We did however recover the signal box which was a perfect fit for the platform on which the Chappel ground frame was sited, but it did need a fair amount of repair work; we retiled the roof with slates recovered from Braintree station, and being able to operate the yard under cover was luxury indeed! Later, this box was moved and became Chappel South Box.

The East Coast main line into Kings Cross was still manually signalled but being converted to colour light signalling; through the good offices of the Greene King crowd, we got access to the sidings at (I think from memory) Hitchin. As we were working close to the running lines, we had a BR look-out to supervise us. At first he was rather distant, I imagine a bit amused by this bunch of amateurs hop-

◀ With Mark Honeywood and Brendan Sothcott in the trailer, and Mark Fogg Elliot in the front, David Wood and his Scammell on Platform 2.





◀ *The Restoration Shed mid-construction in 1984 - Fred Tanton*

to Chappel, so I phoned my wife Jenny asking her to meet me in Brentwood High Street with some dinner. When I got there Jenny was already there, along with our two small children and the family cat! We all had a trip to Chappel in the cab (no seat belts then!) which the children enjoyed (not so sure about the cat).

David Wood's lorry really came into its own in recovering the Dartford Tunnel shed; when the second Dartford Tunnel was built a large steel-framed shed was erected (luckily on the North bank) presumably for stores and as a workshop. After the tunnel was completed the Society purchased the shed and had to disassemble and remove it. The shed was empty except for a large electrical installation which was still live! We dismantled the shed and covered the electrical installation with polythene sheet as best we could. The removal took several trips and there were no facilities for checking the overall weight or axle weights on the loaded lorry. I did one trip, and remember driving the heavily loaded lorry (steel girders overhanging the driver's cab) up a long but not over-steep hill on the A128; the lorry was not powerful and had only four forward gears, and before long I was in third or second gear doing about 20 mph. I could see in the mirrors a long queue building



The modernisation of the East Coast mainline resulted in some permanent way materials becoming available at Kings Cross; I took David Wood's lorry to collect it; it was late on Sunday evening when we finished and still had to get back

► *Restoration Shed under construction on 1st July 1974 - Mark Honeywood*

up behind me, and to my horror saw that about number 5 in the queue was a police car! I felt sure they would stop me as soon as they could, but they must have had higher things on their mind, since as soon as they had the chance they shot by without stopping.

On reflection people we came across were amazingly tolerant of what we were up to; but on one occasion fortune did fail. We were recovering S&T equipment from the sidings at Beckton gas-works. There was a fair sized signal box and the underneath was crammed full of brand new S&T equipment; most of it was GER, and it must have lain there, forgotten and untouched, for fifty years. We could not find room to transport half of it, which almost broke our hearts. However, while we were busy in the sidings, others of the party in the signal box had been stopped by the police and were being detained until they could prove their bona fides; we decided that discretion was the better part of valour and continued our activities. The others were released after about two hours once the police were satisfied that we had authorisation for what we were doing.

Happy memories and a great (posthumous) "Thank You" to David Wood (*shown right, working in the Goods Shed on Belvoir*) for cheerfully entrusting his lorry to anyone who wanted it, even a rookie driver like me. I still have in my garage the remains of a tin of blue paint that I would use to touch up the scars and scratches that we inflicted on the trailer.



## The New Running Shed

The new running shed will be located between the Museum's running line and the sidings. This photo from 6th March 2019 by Peter Robinson shows the foundation holes that have been completed, passed inspection by the buildings officer and awaiting concrete pour.





# Stour Valley Steam Through the Years

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

## 40 Years Ago - Stour Valley Steam Summer 1978

As we were unable to include SVS Through the Years last time, we go back to Summer 78 where Dennis Swindale tells us about

### THE COLNE VALLEY ROLL OF HONOUR

During the 1914-18 war thousands of railway employees enlisted in the services, mainly voluntarily, and many of these thousands lost their lives as a consequence. Memorial plaques are a feature of many main line stations and the long lists of names thereon make sombre reading.

The museum contains a book which lists the names of the fallen under the headings of the railway companies by whom they were employed, giving their military or naval rank together with their former railway rank prior to enlistment. The lists for the large companies cover many pages as is to be expected, but those for the small companies are very short. How poignant for example is the single named casualty of the tiny Easingwold Railway, and what an effect this must have had on its numerically minute staff. Among the small railways the Colne Valley Railway suffered the loss of five of its staff, all in army service, and after the war the C.V.R. had a Roll of Honour made. A small but tasteful object of copper on a hacking of varnished wood. Figures were moulded on each side, one a soldier in full kit and the other a classical figure of mourning. The five names were listed in the centre. They were;-

L/Cpl. Walter Coe	Essex Regiment
Pte. Wm. Barber	Worcester Regiment
Pte. Percy J. Brown	Grenadier Guards
Pte. Charles E. Rulton	Training Reserve
Pte. Frederick Taylor	Essex Regiment

This plaque hung on the wall of the C.V.R. office at Halstead, but disappeared upon the closure of the line. A Witham Branch member, Ron Nutley, tried for a long time to trace the whereabouts of this item, but frequent letters to both Clapham and York produced neither results nor even replies. There the matter rested until at the Jubilee Steam Open Day (June 1977) the Museum Curator was handed a letter from Lt. Comdr. P.E. Heseltine, R.N., Hon.

Sec. of the Essex Branch of the Royal British Legion offering the plaque to the Stour Valley Railway Preservation Society for safe keeping. The plaque had been found amongst items transferred from Clapham Museum to York by Mr. W. W. Kirby, Stores Controller, British Rail London Midland, and he had offered it to the Royal British Legion, who in turn and via Comdr. Heseltine, offered it to our Society.

We are most honoured to have this plaque in our possession and it now resides in a position of prominence on the museum wall. It is intended that there should be an official handing-over ceremony in the Spring of 1978, and to this end newspapers and TV were contacted in the hope of tracing relatives of those named above in order that they may attend the ceremony if they so wished. To date there has been no response but surely there must be someone somewhere?

If any Society members can help in this quest please contact the Museum Curator. Meanwhile the Society will ensure that the names upon the plaque will not be those of forgotten men.

## 30 Years Ago - Stour Valley Steam Winter 1988

There's a lot going on at the Museum at the moment with new sheds and tracks, thirty years ago the theme was quite similar, as Nick Ridgway explains.

### MAINLINE MAINTENANCE

Nick Ridgway

Having completed the connections to the New Shed and the building of three new sidings, the Permanent Way Dept. at Chappel felt able to tackle almost anything, A description of their latest project follows:

Nearly twenty years have elapsed since those first bold pioneers dragged the sleepers back into position behind Platform 2 and much of their efforts have remained there ever since. With the recent excavations and tipping from the construction of the New Shed and other locations, drainage of the main line had been deteriorating steadily so that remedial packing and adjustment had become a regular activity for the Saturday gang. One fine Summer's day saw some persistent soggy spots near the Bungay coach and a pool of water over 1" deep at the bottom of No 1 siding. It was yet another case of Something Had To Be Done.

Plans and costings were prepared and P/way readied for their



task. Some of the work could be done between Steam Days, and some even while the trains were running. An East-West channel was cut beneath the junctions at Chappel South to accommodate a length of 4" pipe, punctured at intervals to allow water ingress, and the trench was filled with small ballast and other lump material then topped with fresh ballast. A gift of some earthenware pipes allowed a second drain to be installed to connect to an existing gravel drain. The first piece of track to be dealt with, that south of the footbridge, had what remained of the ballast dug out and piled against the back of the platform for re-use. This of course meant that the track was able to move under the action of passing trains, so as a precaution, a 5mph speed restriction was imposed.

The weekend after the End-of-Season-Steam-Up 1988 saw the ex-Felixstowe steam crane in use lifting out complete panels of track. These six lengths were critical in that this area is only accessible by rail or along the trackbed from the north in off-road vehicles, so the road crane could not be used. Over 200 feet of track came out in about 11 hours. A 30ft panel weighs a little over 2 tons so a special lift was necessary - the crane had to travel with the panel slung behind it, and to get it into the safe radius the end had to travel beneath the crane's buffer beam. By lifting square and going just above the level of the existing track it also meant that the crane driver could just drop the panel quickly in the event of an emergency. The 45ft panel was tackled by removing twelve sleepers from the north end, thereby transferring the centre of gravity closer to the crane, enabling it to 'jib-up' still higher to get within the safe radius. The six panels were stacked in numbered order in two piles of three on top of the connection to Platform 2 south so as to inconvenience other Chappel Departments the least possible. This also was acceptable to BR Colchester who were informed as a matter of courtesy about engineering works close to their railway.

Big Money was spent on this job because of the need to complete this section before Santa Steamings in December. Forty tons of ballast. Twenty tons of hardcore. Two hundred and fifty feet of porous plastic drainage pipe. Three days digger hire. The MSC scheme assisted now with site supervision for the earthworks and labour. The ground was graded and hardcore put in. A trench was cut all the way alongside the trackbed. Finally a layer of ballast was spread out to take the track - at a new height incidentally - to get the sleepers out of the water, but also consistent with an option to use the aft face of Platform 2 should the need ever arise. Clearances to the back of Platform 2 railings could also be increased. After rough levelling by hand, the first panel of track was relaid just one week after it had been lifted, which

for any volunteer organisation is one remarkable achievement.

Sufficient for light vehicles (trolleys, dumper trucks and bicycles) the remaining panels were dismantled into components and ferried into place. Four panels were put away in one weekend by five people and the final panel over the third weekend. A temporary transition ramp had to be provided to connect the untouched track north of the footbridge to take it up to the new height.

The Saturday team spent a morning packing and aligning and a locomotive ran over the new track in the afternoon, now just four weeks after the track was pulled out. Attention now focussed on top ballast and the removal of four short rails north of the footbridge for replacement by two long ones. Moving rail is awkward with few staff, but by crow-barring into the 'four-foot' and hitching up the dumper, then slowly dragging it into position - sometimes the whole length of the yard - yet another time and labour-saving technique was discovered.

Although ready for testing, appearances can be deceptive. Defective packing at one spot on the northern half of the line resulted in a rail failing at a fishplate joint. Again, the dumper proved useful in dragging a replacement into position for cutting and drilling on site.

Finally the Saturday team spent a day lifting and packing to complete the railway and Santa arrived for his trains, thankfully over the rebuilt railway at Chappel South. The second half of the line will be dealt with after Christmas, but this is less of a problem as the road crane can be used and one panel treated at a time. Watch out for some disruption near the foot-crossing in 1989, it's all coming out for re-ballasting.

The charge on finances was about £700. With the work now completed and the main line re-instated, the safety and comfort of the fare-paying passenger is now assured. Just think - the cost of not doing it could have been a great deal higher . . .

Some of us can now spend a weekend doing other things, too.



## 20 Years Ago - Stour Valley Steam Spring 1999

### FRED YUELL - AN APPRECIATION

By Mike Stanbury

By the death of Dr Fred Youell in December 1998, after a long illness, the Museum has lost a good friend who was one of the pioneers of the railway preservation movement and was of enormous assistance to the Museum in its early days as the Stour Valley Railway Preservation Society.

Fred's interest in Chappel stemmed from the fact that he believed there was no railway other than the Great Eastern, and he was keen to see as much of that railway which he admired so greatly preserved for the future. His keenness led to his purchase of N7 Class Locomotive No.69621 after withdrawal, initially for use on his pioneer preservation project of the Middleton Railway, but it proved unsuitable for the Middleton, so after a period in store at Leeds he accompanied it by rail to Chappel in 1973.



In the meantime, he had set to and installed himself as the Permanent Way Engineer at Chappel, where he instructed many of our present members in the art of tracklaying, and was instrumental in obtaining the redundant track, equipment and rolling stock consisting of the LMS hopper wagon and the Molasses tank wagon from British Sugar at Bury St Edmunds, and planning and supervising its laying at Chappel. During this period, he would travel down from his home at Leeds to Chappel by moped, whatever the weather, weekend after weekend.

His activities were not only on the practical front. He devised various schemes for extension of the railway from the site at Chappel, undertaking a full survey and work scheme for relaying to Halstead, and various proposals for Chappel itself. He would advise all and sundry of his thoughts and ideas by means of (usually) undated letters which became known as 'Fredograms'. His thoughts also found expression via his post as Editor of Stour Valley Steam, which he also produced at Leeds on the University duplicator.

In short, although considered at times to be a pain in the proverbial, he really kept members on their toes, and although many of his ideas could not be implemented through manpower or cash problems, he laid ideas and thoughts which have since been developed.

The Museum is indebted to him for his donation of the N7 in 1997, which will be kept running for as long as possible out of respect for the benefits he has given not only to the Museum, but to railway preservation in general.

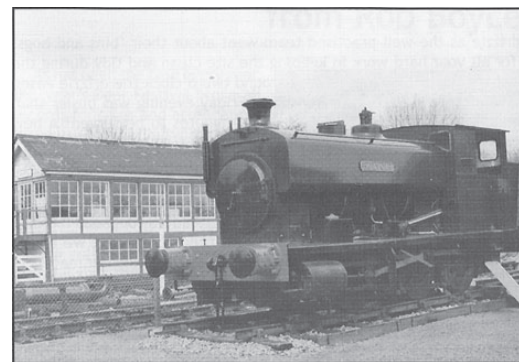
Our sympathies have been extended to his wife Susan and his family, who have borne the problems of his illness with bravery and determination, and remain in close contact with all their friends in railway preservation circles, including the Museum.

## 10 Years Ago - Stour Valley Steam Winter 2008

In this issue we say goodbye to a long term resident of Chappel

### 'BELVOIR' LEAVES FOR A NEW HOME

Long term Chappel resident Belvoir has now departed for a new home at the Rutland Railway Museum at Cottesmore, near Oakham. Belvoir was built in 1953 by Andrew Barclay and Sons Limited of Kilmarnock, with works number 2350/53.



Belvoir on 21st November 1983

Photo: Fred Tanton

Weighing 30 tons, it has driving wheels of 3ft 4in diameter and a 10ft 9in wheelbase.

It was built for Stewarts and Lloyds, and latterly worked at Harlaxton Quarry until 1969. Sale to British Steel followed, who used it at Woolsthorpe in Lincolnshire until withdrawal. It was the first outside cylinder locomotive on site, arriving at Chappel after partial restoration it was steamed in the summer of 1973, but never worked since then.

Whilst essentially complete, it needed a new smoke-box and major boiler work before it could steam again, plus - if it were to haul passenger trains - vacuum brakes would have to be fitted. Belvoir - pronounced 'Beever' - was, however, given a thorough cosmetic overhaul, including provision of a new bunker and a repaint into a red-brown livery for static display. In late 1993 this was superseded by a new green livery, lined out in yellow.

Following discussions with Belvoir's owner, the locomotive left site on 2nd October for its new home, where it will fit in well with other quarry locomotives after restoration.



Belvoir being winched aboard the lorry under the watchful eye of Jon Kendall.

Photo: Simon Layfield

## Principal Officers of the Museum - Museum Trustees and Trading Directors

Position	Name and Contact
<b>Trustees</b>	Peter Martin (Chairman) 43 Banham Drive, Sudbury, CO10 2GN, 01787 311624, peter.martin@earm.co.uk
	Mark Cornell (Retail & Trading) 24 Ashbury Drive, Marks Tey, CO6 1XW, 01206 211202, mark.cornell@earm.co.uk
	Mark Fogg Elliot (Finance) Fulle House, 39/40 East Street, Colchester, CO1 1TP, 07795 604802, treasurer@earm.co.uk
	Peter Robinson (H&S) 57 Cornflower Drive, Chelmsford, CM1 6XZ, 07885 500849, peter.robinson@earm.co.uk
	Mike Stanbury (Museum & Statutory Body Liaison and Secretary) Beechcroft, Station Road, Wakes Colne, CO6 2DS, 01787 224724, mike.stanbury@earm.co.uk
Finance Assistant Gift Aid	Position Vacant Jeff Kilpatrick - jeff@bluehaze.net
<b>Trading Directors</b>	Mark Cornell (Publishing and Retail) Peter Robinson Mike Stanbury (Licensing and Secretary)
<b>Members' Council</b>	Nick Proud - nick.proud@earm.co.uk Allan Robinson - 01787 311735, allan.robinson@earm.co.uk Brendan Sothcott - 01279 507493, brendan.sothcott@earm.co.uk

As you see from the above, there are but five Trustees to oversee the governance of the Museum's activities, and several of these have, of necessity, to wear more than one hat and take overall responsibility for more than one aspect of Museum operations in addition to their practical work at the Museum.

Therefore we urgently need additional Trustees to share this workload, and would invite members to consider joining the Board of Trustees. Applicants would preferably have commercial or operating experience, and must be prepared to attend at least the main Board Meeting monthly, and occasional additional meetings.

The duties and obligations of a Trustee are not onerous, and may be found in detail in the Charity Commission web site at [charitycommission.gov.uk](http://charitycommission.gov.uk). Please, if you feel you are sufficiently qualified, speak to any of the Trustees for further information.

### Members' Council

The Members' Council exists to represent the interests of Members; in particular when a dispute arises between a member and the Museum's management or other members.

The full details of the Members Council can be found under Rule 5 of the EARM Constitution.

## Principal Officers of the Museum - HoD and Other Positions

Position	Name and Contact
<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
P Way Advisor	Nick Ridgway - <i>Skype Only</i> nick_ridgway
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>
Events Officer	Anne Brown - events@earm.co.uk
H&S Assistant	Nick Proud - nick.proud@earm.co.uk
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
Marketing Officer	Catherine Harrison - marketing@earm.co.uk
Membership Secretary	Linda Robinson - 01787 311735, membership@earm.co.uk
Membership Assistant	Darren Johnson - membership@earm.co.uk
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

## Museum Organisation

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.

If you are interested in any of the vacant positions, please contact Peter Robinson in the first instance.



## Marks Tey Waiting Room Restoration

In a world where budgets dictate that original facilities are demolished in favour of primitive bus shelter-like structures, its good to see that Greater Anglia have employed the services of a preservation company (Canon Preservation), and have completed a restoration of the waiting room on Platform 2 & 3 at Marks Tey. With the previously damp walls now containing a damp proof membrane, new air bricks and having been replastered, the result is of a high standard.

1. Before works began



3. Damp proof membrane installed.



2. Plaster removed.



4. Work complete.



## Last Call for Stour Valley Steam 166

### STOUR VALLEY STEAM 167 - AUTUMN 2019

*Stour Valley Steam* is published every six months, deadline for copy for *Stour Valley Steam* 167 will be **30th June 2019** at the very latest, we expect this to be published in September.

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

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

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.



▲ 20 years ago - The special event in association with the 150th Anniversary of the opening of the Marks Tey to Sudbury line on 2nd July 1999 - James West

▼ View from the Rail Head, Number 11 in Platform 3 during the New Year's Steam event, a new event for the 2019 season on 1st January 2019 - Tom Cutter



Back Cover: Class 57 No. 57301 Goliath heads the Shenfield-Clacton leg of the RHTT itinerary between Hythe and Wivenhoe on 8th November 2018. Bringing up the rear is No. 57003 - G.D.King.





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