

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



50 YEARS OF RAILWAY PRESERVATION





▲ A triple-headed train at the Spring Steam Gala on Sunday 7th April 2019; this event saw four engines in steam - Rob Boyce

▼ A Traction Engine from the East Anglian Traction Engine Society takes on water near the new Signal Box for the Miniature Railway on 16th June 2019 - Tim Rice



STOUR VALLEY STEAM EDITORIAL

2019 has generally speaking been a year of steady progress for the Museum on several fronts.

New facilities are being built: work on the new Running Shed has started, whilst construction of the new Miniature Railway (nicknamed "MR2") is well underway in the former Orchard site. More details of these projects can be found elsewhere in these pages.

In addition, some major refurbishment of our existing infrastructure is taking place. Examples are the renewal of the brickwork on Chappel North signal box and, less obviously, that of the adjacent wall and repairs to the underside of the Footbridge in the Platform 2 area. As well as smartening them up it should make for more reliable operation. In addition, the new Fault Reporting system, briefly mentioned in the last issue should see day to day problems being dealt with quicker than were generally possible in the past.

Planned maintenance of our Permanent Way continues in a steady way with worn-out track being replaced and many surplus items disposed of for scrap. The Loco Department continue to have three serviceable locos (quite rare in the Museum's history) with a fourth one – Lampport – progressing well.

Attendances at our events have been good, and some new items such as the July "Steampunk Fair" have caused much interest. Visitor numbers are also holding up well in our major attractions, such as Thomas and the Beer Festival.

One of the main problems facing us, like many other charitable organisations, is the need to continue to attract new blood to the Museum both to ease pressure on the existing volunteers and to respond to new challenges in the future. It is pleasing to learn we have some new helpers in this process, so we hope this bodes well for the future.

David Reeve - Editor

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CONTENTS

Estates Report	2
Guides Takeover	4
Works from Works	5
Team Wednesday	6
Express News	8
Membership Matters	11
Marketing Roundup	12
Events Update	13
Plumb Loco	14
Mini Rail Update	16
Team Thursday	18
Plant & Equipment	21
Number 813	22
John Nash Obituary	23
BHMRC	29
Wonderful 1960s	31
Colchester Group	34
Enfield Transport	36
North Woolwich	39
SVS Through the Years	43
The Future of SVS	49
Principal Officers	50



Front Cover:

Chappel North Box undergoing some essential works in August 2019 - Darren Johnson.

Estates Report -

Having read my last update, I am pleased to be able to say that there is a positive sense of direction on the Estates front.

By Tim Rice

This is a result of the combined efforts of the HOD and those actually carrying out the work. The new Fault/Repair Reporting Form, which was first announced in the last Magazine, has proven to be a very useful tool not only for reporting faults but also for organising and planning jobs. This really helps me to prioritise the various tasks around the site and allocating resources accordingly.

Having trialled the method, and proven the concept, this form is now opened up to all members. This is a Google Docs spreadsheet where faults/defects/repairs/enhancements can be listed by anyone. On from that I manage the sheet with the input of Neil Temlett, the Front of House Manager in the VRC, to prioritize the work and find willing volunteers to take on the various tasks.

I encourage all members to take a moment to look at this sheet, bookmark it, favourite it, or stick a shortcut to it on your tablet/smartphone etc. Then, if you find yourself looking at something hanging off or flapping in a breeze (that shouldn't be flapping!) it only takes a moment to make an input to this form. Then, in theory, the issue will be dealt with, within a reasonable timescale. Some issues raised are 5- minute jobs whilst others have to be carefully considered and planned.

▼ *Chappel North Box with the completed works to the chimney - Darren Johnson*



If you haven't already been invited, please contact myself or Neil for a link to the form.

There is work going on in almost every corner of the Museum. Quite notably of late is the fantastic work done by Kevin Watson repairing damaged brick work particularly on the North Box chimney, and a partial rebuild to the fire place in there. If you haven't already taken a look, do go and see the work Kevin has done to re-model the fire place incorporating a wood-burning stove. If you are wondering why the new chimney stack looks so weathered, that is the handiwork of our in-house painter Rob Varletta. This is only one of the many skills Rob has, which have been useful in bring the new brickwork in line with the existing structure. Nice one Rob!

Several repairs to brick walls have been carried out lately, which in one case has led to the Platform 3 event toilet area being transformed and "re-vamped". This location has seen a lot of cosmetic work as well as structural repairs which has brightened up the area no end. Well done to all involved!



▲ *Michael Sanders assisting in tidying up the pile of track in the Orchard on 28th March 2019*
- Tim Rice

Elsewhere, the far regions of the Events Field have had a good tidy up and a large proportion of materials moved away from the area and sorted. There is still a long way to go to complete this task with some of the bigger objects creating even bigger challenges, but this is a slow burner, working jobs in and around other ones.

A mention must be given to poor old Rod Terry, the "Team Thursday" electrician and his son, who may have the longest jobs list of all. I have even caught Rod doing a bit of overtime here and there to keep up with the demand for his services. Rod has taken a keen interest in restoring and putting into service the lamp columns we have in store from North Woolwich station, obtained a few years back. Two of these are now in action along the path into the Thompson Centre whilst others may seem to spring up overnight elsewhere before too long.

Since taking up the mantle of this job I am still discovering in detail what it is that makes up our Museum and what a monumental task it is to manage our Estate and all the systems within. None of which could be achieved without the help of the various volunteers and members of staff alike who have an input on the upkeep and repair of the site as well as further enhancements and developments.

Thanks again to all concerned.

Guides Take Over the Railway -

For those of you who don't know me, as well as volunteering at the Museum I am also a Guide Leader [Girlguiding] for 10 – 14 year old girls.

By Jaki Collison

Guiding to me is all about giving girls a safe space to have fun and try new things, and so I organised for several Guide units to come to the Museum. The Guides were at the railway over a weekend in May and took part in a Zombie Apocalypse Experience that I organised with the help of other Guide Leaders and friends, who are also volunteers at the Museum. The day's activities covered zombie digestion, catapult building & firing, computer coding to make booby traps, computer coding Morse code, and (last but by no means least) running the railway.

Under the watchful eye of the extremely helpful and patient volunteers, the Guides were able to take over the railway. They were able to have a go at being the Signaller, Guard and Crossing Keeper, and to ride in the cab of the Class 04 diesel locomotive. In order to thank the other Guide Leaders who helped me to make this possible I arranged for them to participate as well, including the opportunity to drive the 04. The girls and Leaders both had an experience they found amazing.

After a fish and chip dinner on the double-decker bus, the Guides had more activities; changing a car tyre, logic problem solving, retrieving the correct key from a bucket of toxic slime [red jelly!], fake wounds and First Aid. The evening was finished watching "Shrek" and sleeping in the Thompson Building on the Saturday night, before leaving on Sunday morning.

► *The Guides take over the railway and undertake the role of the Guard*



The job of a volunteer never ends and the following weekend I was back again helping out with another group of Guides. These girls were completing the final part of the top award they could achieve in Guides; their Baden-Powell Challenge Award. The Guides came over on Saturday evening and slept in the Thompson Building before getting up early to help out at the Vintage Day. The Guides helped with carparking and their favourite activity, ticket checking, and many wanted to go back and do it again. They also had fun looking around the Museum and many had a go on the Pump Trolley which was a new experience for them.

Words from the Works -

By Allan Robinson

Here is a short report on engineering progress since the last magazine was published.

Lamport.

The chassis has been lowered down onto its wheels, the spring gear fitted and the mechanical lubricator has been fully stripped down in order to have a new ratchet wheel fitted. New stainless-steel balls have been fitted to the pumps, which also required attention. After the Beer Festival we will roll the chassis outside the Shed to check all is well, after which the rest of the motion and brake gear can be fitted. Apart from some tweaking and manufacturing a few missing parts we do not expect there to be any further repairs required. Progress is being made on the boiler with the first two of the five sections of plate-work being welded in. The replacement of a large section of the back-head is reaching the welding-in stage, after which the lower half of the outer firebox sides will be replaced. A new fire-hole ring has been manufactured as the original was badly corroded and cracked.

Once the repairs to the outer firebox have been completed the production of a new inner firebox will be contracted out (any donations gratefully received!) - this job is likely to be the largest single expenditure on the engine.

Simplex.

Good progress has been made on this locomotive; the engine and clutch assembly have now been assembled and the machine is now at the "Will it start?" stage. This is proving to be a challenge at present but is hoped we will be successful with a few more tweaks.

Running Shed.

The Project is progressing in spite of the summer deluges which keep turning the foundation holes into swimming pools! All the steel structure is up and once this has been approved by the Building Inspector the floor pads can be dug out and concreted, after which the roofing sheets will be fitted.

The rest of the period has been spent on various maintenance jobs including the annual boiler exams of Thomas and No.11, and braking systems on various coaches and wagons. Finally, we have also had to fit a new water main into the site over the Footbridge due to an inaccessible underground leak, which had made repair of the existing pipework impracticable.

► *The new water main which has been installed over the Footbridge. It replaces the former, badly leaking, one which ran underground between the back of the Curio Coach and the VRC. See text for more details. – David Reeve*



Team Wednesday Update -

Our regular update from everything Wednesday at the Museum

By Tony Foster

Team Wednesday have had their usual busy time recently, with some projects completed and others just started, and there is the prospect of many months of work ahead of us.

The production of the picket fence panels is now largely complete, which when fitted will create a much more robust safety barrier to protect visitors from the Museum's running line behind Platform 2. The fence will stretch from the Level Crossing gates to a point where the fence will be attached to the corner of the new Running Shed. These panels and posts have been made using heavy-duty recycled plastic and are expected to outlast an equivalent wooden structure.

The building that will become the Mini-Rail station (The old A2 Building) has been craned on to its foundations and the platforms have been cast in concrete. Some members of Team Wednesday, led by Gordon, have put a lot of effort into preparing the building for Mini-Rail use. Feather board cladding is gradually being added to the sides and rear walls,



and some tongue-and-groove boarding is being added to the front aspect. The roof and the canopy span are under construction. A lot of work was carried out internally last year. The structure that will be the Signal Box, which we built last year, was also recently lifted into position on to a brick plinth built by Kevin and has now been permanently fixed to the brick work.

Following on from a recent ROSPA inspection of the Children's Playground, we have been busy rectifying minor issues mentioned in the society's report. The team have also been involved in rectifying some minor problems highlighted in the Museum's Health and Safety site survey.

'Eric' the playground engine, which we built a couple of years ago, was removed and repainted and subsequently has been returned to the park and is proving as popular as ever.

Now that the container that will become the Mini-Rail engine shed has been moved to its permanent location, we have lent a hand in preparing the structure for the containers' new role. The wooden floor of the container has been routed so that the track, when laid, will sit flush with the floor. This has proved quite a job as the wooden floor is made from robust timber, and it had proved to be a slow job to rout the four 40-foot channels in the floor. Using this method the tracks will not be

◀ *This photo shows the former A2 Building craned into place, the new platforms for the Miniature Railway and some members of Team Wednesday. 17th July 2019 - David Reeve*

► *Brian Abbott, Mick Judd and Keith Tomlinson undertake work on the Electrical Store and Platform 2 toilet on 17th July 2019 - David Reeve.*



much less of a trip hazard for people moving around inside the shed. Modifications have been made to the bottom of the container doors that will enable them to close satisfactorily over the tracks that run through them.

We are involved in several projects that centre on the Footbridge stairs leading to Platform 2. The wooden tongue-and-groove panelling that encloses much of the Museum's electrical infrastructure, which is situated under the stairs, was found to have rotted at the base due to water from the platform surface, where the tarmac surface was higher than the timber work. This has now been repaired. Remedial work has also been carried out on the double doors and the adjacent toilet door in this area. Further work in this area includes sourcing and fitting in place some metal cladding to form an inner roof to protect the electronics that are situated under the stairs. A survey of the other side of the stairs has revealed that the tongue-groove boarding has also deteriorated there in places and needs to be refurbished: we will be moving on to this project soon.

Able assisted by Bob from Team Thursday, we were engaged in clearing a 100-metre stretch of felled timber and foliage from the Hornbeam trees that are parallel to the running line behind the Thompson Building. The trees unfortunately were found to be diseased and have now been pollarded.

Another task that has come in our direction has been the refurbishment of the running-in board on Platform 3 and the adjacent fire bucket board. Both items have suffered the ravages of water ingress and subsequent dry rot. This job continues, and it is important that these, very visible items, look good to our visitors. Ian, our TW painter, has been busy identifying items around the Museum that need painting and freshening up. For example: some of the old style shop fronts, communal hand rails, and some public notice boards.

Ray, our electrician, has been busy with a number of wiring tasks including the embryonic Mini Rail station and PAT testing our electrical equipment.

Several team members have given up parts of their weekends to assist with car parking on the Museum's event days. All in all, like other groups within the Museum, we have been busy. We would be happy to see new volunteers appearing on Wednesdays, so if any of our readers knows of anyone with a little free time who would like to get involved, they would be welcomed.

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

MEMBERS WEBSITE

Members are reminded that the Members Area of the previous website has until recently been able to be accessed via; <http://members.earm.co.uk> as a standalone site. It contained all recent issues of Stour Valley Steam as PDF files, and the EARM Photographic Index, amongst other Museum-related information.

Unfortunately it has not been available for some time because of errors of the web hosting company transferring servers. In the meantime, the above information is not available by this route. There will be an update on the situation when more information is known about the problems and possible solutions

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

W&M RAILBUS

The W & M railbus which arrived from the North Norfolk Railway in 2014 is now almost a runner after much expenditure of money and volunteer-hours. However, much work remains to be done before it is ready for active service. The seats are badly in need of re-upholstering and the cost of the work is estimated to be £300 each. At the time of writing 22 of them are required; the job being done by a local upholsterer.

Any donation towards restoring this item of East Anglian railway history to its former glory would be greatly appreciated.

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 were on the Members Area of the Museum website, with these listings are updated once or twice a year as necessary. However, unfortunately (see item above in Express News) this site is currently out of action.

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

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 or 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. Click on "Sales" on the left, then select "Photographs."

25TH ANNIVERSARY OF THE EUROTUNNEL

The May Bank Holiday marked the 25th anniversary of the inauguration of the Eurotunnel and to celebrate, Graham Fagg, the construction worker who was there at the moment of the Channel Tunnel breakthrough, was invited back to recall that day. Graham from Kent had been the construction worker to first drill through the chalk in May 1994 and shake hands with a French engineer on the other side.

There are now some 400 trains every day using the Channel Tunnel. This equates to around 12,000 cars, 7,000 trucks, and 60,000 people going through the tunnel on the Eurostar and Le Shuttle.

During the last 25 years, the Channel Tunnel has seen fires, financial crises, huge success, and is now facing the challenges of Brexit.

3D DRAWING SOFTWARE

Tim Rice has acquired some 3D drawing software, principally for the purpose of designing the new MiniRail line (MR2) In addition to this project, it has been used to make 3D drawings for many other purposes at the EARM, including the new Running Shed. One of the advantages of this software is that it can provide an impression of what a completed job will look like, and

often it is possible to modify an existing design for another project. If anyone has any ideas for suitable projects, please contact Tim Rice (see Principal Officers Page for details).

VOLUNTEER CO-ORDINATOR.

Martin Gibbons will be taking over the role of Volunteer Co-Ordinator from Jack Plumb, enabling Jack to concentrate on his other duties. Thanks to Martin for taking over this important task and to Jack for all his past efforts. For more details please see the Volunteer News feature on Page 24.

Cartoon by Keith Tomlinson - Summer 2019



Letters to the Editor

Dear Editor,

It was with considerable sadness that I read of the passing of Len Fisher in the Autumn 2018 edition of Stour Valley Steam (Issue 165). Len was not only a good friend in the early days of the SVRPS but a great help in so many ways when I was Chairman. Without Len's initiative and local knowledge of what was going on in the Chappel area we may never have managed to rent Chappel Station and a future for the SVRPS.

It was while we were still in the process of negotiations with British Railways at Derby for the purchase of the track in Chappel Yard that Len learned of the impending removal of the track for scrap by J Watling & Sons. Immediately Len phoned me advising me of the situation. As a result, many phone calls were made by Terry Gregson (Secretary) and myself to BR Supplies Department at Derby and Mr Watling at Wisbech. A lot of discussion about prices took place while an urgent appeal was made to members for loans and donations. Money was forthcoming and with the help and co-operation of all those people the track in Chappel Yard was saved and came into Society ownership in the nick of time, all thanks to Len's initiative and local knowledge.

With best wishes,

Edward (Ted) Lawrence - Hon Member No 4

Membership Matters

by Darren Johnson

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:

Martin Ballard, Andy and Kelly Bennett, Chrissy and Roger Cahill, Michael Clark, John Court, Antony Fobister, P.B. Gale, Phillippa Gower, Bob Guest, Ayesha Jackson, Mr P Moore, Andrew Neal, Leon Parker, Lesley Pennell, Richard Swan, Steven Vale, Evan and Jade Wilkinson.

Best wishes to all those members who are recovering from surgery or who are otherwise unwell.

We are sorry to hear the death of John Harnor who passed away on 5th August 2019 at the age of 97. John was very fond of the Museum and became a member after undertaking a Railway Experience Course in 2006. His funeral was on the 2nd September at Corbets Tey, Upminster. His son, Roger has taken over his membership and we thank them for their donation which was collected from the Funeral.

We also regret to announce the death of former member John Nash, who was well-known to many older Museum members. An obituary appears elsewhere in the Magazine.

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.

Earlier this year I was co-opted as Membership Secretary at a Trustees Meeting, pending confirmation of this at the AGM. This was unanimously agreed via a vote, with Linda Robinson stepping into the Membership Assistant Role. I would like to thank Linda for her hard work over the years and for her assistance in recent months.

If you have any membership queries please continue to contact us in the usual method, the email address of membership@earm.co.uk remains the same and all other details can be found on the Principal Officers page of this magazine.



Marketing Report -

By Catherine Harrison

Since the arrival of Anne Brown as the Museum Events Manager earlier this year, I have been focusing efforts more on my original role of marketing and publicity. I am pleased to report that our advertising database is up and running and now over five hundred contacts receive regular communication from the marketing department. These contacts have actively chosen to receive marketing emails by ticking a box when purchasing Museum tickets online and can unsubscribe from our communications at any time however, we have experienced a higher than average click-through rate to our website which is great news.

Attendance at (non-Thomas) Museum events is up again on last year with Father's Day being the best turnout when 554 people visited the museum (up from 345 in 2018), possibly attributable to the East Anglian Traction Engine Society starting their annual Road Run from the Museum and exhibiting the engines here. Attendance figures also increased at the Bank Holiday Fun Days, Transport Extravaganza and A Steamy Vintage Encounter. A brand new 'Steampunk' event attracted over 300 visitors in July and Mother's Day was a big hit, another new event, with 223 people coming along.

We continue to advertise the Museum in targeted publications such as Primary Times and Kidaround as well as taking out adverts in some local papers although, despite print advertising still having its place, online advertising is increasingly preferable as it can be scrutinised more easily and targeted more effectively. As well as working with community radio station, Leisure FM, BBC Essex (radio) continue to be supportive of the Museum and in fact visited us late July asking for song requests from various staff members and in-

terviewed me for an evening show. The interview, from 31st July at 8pm, was available on BBC Sounds.

Our designer, Paul Bennett, continues to produce excellent artwork for posters, flyers and promotional banners and has, this year, designed a new logo for the Chappel Beer Festival featuring our very own loco, No.11. The logo was well-received by CAMRA and now features on the glasses, polo shirts and other Beer Festival merchandise.

The Museum's membership of VisitEssex is continuing to prove worthwhile as they run regular events at which we can network, promoting the Museum and good training courses at discounted rates. Our events featured in the Festival of Colchester programme this year, a new venture which promotes Colchester events to local residents and potentially visitors further afield.

I am writing a Museum Trail, based on the Museum guided tour, alongside local designer, Sara Hayes. Sara has designed numerous walking trails all over Essex as well as the Chappel & Wakes Colne at War trail in which the Museum features.

My last event for the Museum is the Roman River Concert on 15th September, a string quartet with 'electronics' piece aptly named, Different Trains, which will take place in the Goods Shed. I'm enormously pleased and proud to have secured this high profile event and hope that Roman River will consider us as a venue for future concerts. This concert is sold out.

Monthly Escape Rooms are still proving popular and we have bookings right up until March 2020.

Events Roundup -

By Anne Brown

The following is a short look at some things that have been going on at the Museum in the past few months.

Father's Day Steam Up - Sat 15 June and Sunday 16 June

This was a very well-attended event. We had a smashing time with the East Anglian Traction Engine Society who were over at the Museum on the Saturday 15 June going on a 19 mile circular tour, drumming up lots of attention, finishing at the East Anglian Railway Museum where they got ready to be in position to be admired by the public on Father's Day 16 June. I am keen to do something similar for next Father's Day.

Sunday 21 July - Extraordinary SteamPunk Fair. This event was a celebration of sci-fi victoriana and what a cracking event it was! There was a whole market of stalls selling all manner of Steampunk wares, from top hats to Steampunk jewellery, clothes accessories, goggles, lamps and curios, millinery.

There was a Steampunk gaming section, Ichabod was performing from his steampunk open caravan, music and stories. We also had the Soluna Parasol Duelling Dance Group, complete with audience participation. We were joined by Nils and also Herr Doktor who were showing their displays. Also had Greg and his Time Machine made an appearance. Tea Duelling was also very popular.

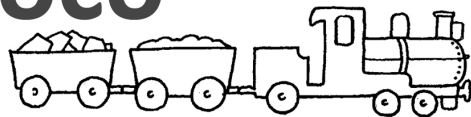
This was a fantastic event, enjoyed by just about everyone. Such a smashing group of people! This event is definitely to return for next year.

The Steamy Vintage Encounter is also set to return for next year but this time this will be a 2 day event 4 and 5 July.....watch this space for details.

► *A scene from the Extraordinary SteamPunk Fair on Sunday 21st July 2019 - Anne Brown.*



Pete Martin's Plumb Loco



Steaming recently in the heat of the recent “global warming” episode - it makes you wonder where it is all going to lead. Being on the footplate of a steam loco in this heat is not my idea of enjoying a ‘hobby’. However, when one looks back through history, it must have been purgatory for those crews of steam locos in hot summers before anyone had even thought of global warming. It is small wonder that the pubs were more prolific in those days, when hard manual labour not only on the railways, but in the steelworks, coal mines and shipyards, was the norm. It has been said that railwaymen have been drinking since railway engines had wheels! However, it was more accepted then that the thirsts of thousands were slaked before the factory hooters had even finished signalling home-time or shift change, and the tidal wave of humanity boarded the local buses and trams to head home.

Trams - now there’s a green alternative. They got rid of them because they got in the way of cars. Hmm, can we stand that on its head?

Years ago, coal was king and the foundation of the Industrial Revolution, and everything was made in Britain, but now it is frowned upon and everything is made in China. It has come to the point where the environmentalists are beginning to proclaim that the Flying Scotsman, and Tornado - as well as many other heritage activities using the dreaded black stuff, are - like diesel - an environmental catastrophe in the making. That’s if the World drowning in plastic or rubbish doesn’t

get you first! Somewhere there needs to be a bit more joined-up thinking other than trying to convert Thomas to a bi-modal state, or fitting Flying Scotsman with a pantograph and electric motors. Doesn’t quite work does it? If everyone went out and bought an electric car, there wouldn’t be enough batteries to go round - unless they are transported half way round the world from China, like your fridge – and where is the economic sense in that?

In the meantime, our oasis at Chappel has in itself seen many changes - not that we’ve gone totally environmental friendly, and visitors still want to experience steam locos from a bygone era doing their stuff. There is a need to keep them in the focus - and the base hands-on technology that supports them, and everything that goes with it. The encouraging increase in footfall has suggested that we are getting things right, and that what we offer is what our visitors want.

The ability to look behind the scenes with a bit of history thrown in for good measure brings the place alive - even when there’s nothing operating at the time. It is reliant on engagement with those visitors, and that is missing from other heritage railways, where visitors are effectively excluded from the “sharp end” and only get a train ride. In most cases, this satisfies their “tourist” criteria, but they never get a better interpretation of what it is all about. We are blessed with those at Chappel who can engage with our visitors and bring to life the rich story of our railway heritage. The danger is that the message will become



▲ *Lampport in the Restoration Shed, now sitting back on its wheels on 9th August 2019 - Mark House*

bland when those individuals are gone, as we have seen elsewhere in the Museum world. We need to encourage others to become not only involved with the operational side, but with the obscurer aspects of continuing a living history. True, there may be a changing demographic, but the louder one shouts, the clearer the message will come through that there is more to life than Facebook and Instagram, and reading about it on the Net. What we portray at Chappel is real reality - not virtual - and that recent positive increase in footfall to experience it, tells its own story.

We pay tribute to those who support all that we do. True, there have been difficult times - and will be in the future – that’s life - but we pull through against all odds,

By the time you read this, Lampport will have landed on its wheels, the Railbus will have a few more seats in it, we’ve put some more bits on the new Running Shed and the new Miniature Railway will have some track down. There is a lot more activity going on, so why not pop along for a look - better still, get involved. And you want something to do? Beats queuing at Tesco’s!.....See you soon.

▼ *“Unexpected Item in Bagging Area” An unruly customer (AKA Pete Martin) takes his frustrations out on the self-service checkout in Sudbury Sainsbury’s on 14th March 2019 - Darren Johnson.*



Miniature Railway Update -

An update about the works for the new Miniature Railway.

By Tim Rice

At long last the build is starting to take shape although it is no secret that the project has taken some serious time to get here. So much so that we have been battling the weeds that grow at a much faster rate than the progress on the works! Well- that is not embarrassing now is it?

However as with all projects "It is all in the prep" and we did not skimp out on the prep work.

We now have a station building sitting on solid foundation. This is being revamped by Team Wednesday inside and out with new cladding on the external "railway" side faces and feather edge boards on the back of the building to match in with other buildings in



the vicinity. Team Wednesday are also incorporating a station canopy the length of the building spanning the entire width of the station to cover both tracks. Not only will this be a focal point for the station but also provide some additional cover from the elements when required. We look forward to seeing the finished article.

We also now have a signal box sitting on a brick base, thanks to Kevin Watson, once some issues with concrete supplies were overcome.. Trying to organise outside resources from 50 miles away back at base, around a full time job, is not always an easy thing to do!

Accompanying the signal box, we have successfully installed gates for a level crossing, across the road leading into the set down area. The gates for this crossing, having been made by Team Wednesday, are now installed and we await the installation of the crossing itself, which will be formed in concrete with a section of track set in, finished flush.

At the time of writing, I am arranging delivery of the first of our new rolling stock: two sit-in coaches equipped with vacuum brakes and finished in blue with faux- leather cushions. As soon as we have some track down we will begin trials of these new coaches before entering them into service, meanwhile placing a second order for a further pair of them.

◀ The former A2 Building with the supports and begining of the canopy over the Miniature Railway Platforms in August 2019 - Gordon Humphris.



◀ Chris Wright and other Team Wednesday members assist with the craning in of the Signal Box in July 2019 - Tony Wright

Much of our existing rolling stock has gone on to pastures new, having been sold via the Seven and a Quarter Inch Gauge Society's website. We are members of this group which provides us with a useful link to the 7 1/4" world and puts us in touch with like-minded people.

Well done to Rob West for arranging the advertising and sale of all but one of our old coaches and two locomotives. The aim here is to release some capital from old unwanted items that can go into financing a new purpose- built diesel-electric locomotive.

More news of that project as the picture develops. On that note, if anyone has the skills and time required to build such a locomotive, please do come forward!

▼ Kevin Plumb assists in the fitting of the new Miniature Railway gates across the road to the Set-down area on 16th June 2019 - Tim Rice.



Team Thursday Update -

Our regular update from everything Thursday at the Museum

By Colin Burwood

Those few who actually read these articles will remember in the previous edition it was predicted the concrete bases for Mini Rail 2 (MR2) Station, Platform and Road Crossing would be laid in the warmer weather. Lo and behold, these things have come to pass (the Road Crossing is being completed as this is written) and the weather is still a little bit warm. The fact that Team Thursday had nothing at all to do with the completion of these works is neither here nor there.



▲ *Moving the Signal Box with the help of the Army Lorry on 25th May 2019 - Colin Burwood*

So what have we been doing? We cleared a bit more of the orchard and had a few more big bonfires. However, the brambles have begun to reclaim the ~~junk~~ valuable artefacts that had been uncovered. Does the name 'Sisyphus' ring any bells?

Following the brilliant (or more appropriately, glowing or even dimly glimmering) success of erecting a lamp post to light the way for lost souls to find the Thompson Building, another lamp post was added half way down the path (again this was predicted in the last article, but this time we did have some involvement).

Following on from this electrifying success, Rod and Jason then completely rewired the restaurant carriages used by the Platform 2 Cafe. The lights, and more importantly, the heaters now work, so we can look forward to the Team Thursday annual Christmas being a warm and illuminating experience this year.

We also got in our bit of trench digging whilst the going was good, running some duct from the Exchange container to the telephone forest. This involved getting into some very tight spots with the 360-degree excavator as some fools had put a great big tent over the Chelmsford Water Tower tank to protect it from the weather. Oh, that was us, wasn't it?

And whilst we were near the Exchange container, we replaced the door on it. Not because Bob hit it with the excavator, but because it was rotten and falling to bits. Roll on Christmas!

► *The digger in a tight spot in the Orchard on 6th June 2019 - Colin Burwood*



Letters to the Editor

Roman River Festival.

Dear Editor,

Well done to everyone at Chappel station! In spite of being a Life Member my visit on Sunday 15th September was my first to the Museum for at least ten years.

The site looked incredibly tidy and well presented, all available Rooms were well exhibited and the signage was most helpful.

The visit to site was through the Roman River Music Festival. A chance booklet given out on leaving the Organ Recital at Moot Hall within Colchester Town Hall recently gave details of an event to be in the Goods Shed. The concert was SOLD OUT - but we were lucky to purchase three returned tickets.

We had a lovely sunny September afternoon and sat outside for our coffee, an event not to missed; a string quartet in the Goods Shed.

Thank you,

Christopher M Johnson
- Member 3011

► *The Roman River Festival in the Goods Shed on 15th September 2019 - Catherine Harrison*



Thank You for your letter Chris, we are glad to hear you enjoyed the event and your visit to the Museum.

The Editor is always keen to receive any correspondence about the Museum or the Magazine, please write to The Editor, Stour Valley Steam, East Anglian Railway Museum, Chappel & Wakes Colne Station, Wakes Colne, Essex CO6 2DS, or email svs@earm.co.uk

B12 Steam Locomotive Arrives at Chappel -

During 2017-18 the Curatorial Team under the direction of Curator Adam Culling continued with their re-vamp of the Heritage Centre. This included the removal of the Thorpe-le-Soken signalling panel to store and conversion of the Signalling Room to a Locomotive Gallery, showing the story of the development of locomotives on the main lines of the Eastern Counties.

The basis of the display is the wonderful 5" gauge live steam models of "Claud Hamilton" and "Princess Amelia" by Bill Banyard, a former Stratford apprentice. It was timely and most fortunate that we had an offer from Clive Reynolds of St Albans of the loan of a 5" gauge live steam model of a Great Eastern Class B12 locomotive.

However, this needed a showcase for display, and whilst Clive kindly had made a cover for the display case, it needed a base and table to put it on. So once the cover was delivered and the dimensions were known, teamwork swung into action. Mike Stanbury designed the stand and base, which was passed to Lawrence Beeching for scale drawings. These were then passed to our engineering team, where Allan Robinson sourced the materials, and liaised with Pete Suckling who did a marvellous welding job, finishing off with a professional paint job. In the meantime, Mike

sourced the materials for around 2 metres of 5" gauge track, which was ably assembled on the baseboard by Team Wednesday members.

So it was all systems go, and after many stops and starts, Clive delivered the loco on 13th June, and with much heaving and grunting, the model was lifted into place under the directions of Pete Martin. It is now awaiting its interpretation information, and a backing of a series of illustrations of East Anglian motive power through the ages being prepared by Mike and Adam.

The model is not a true scale model such as Claud Hamilton, but a design by famous model steam locomotive designer Martin Evans. It is not known who built it, but it was running with a new boiler and a certificate through to June 2007. It has a silver soldered copper boiler with superheater, fed by an axle pump and injector with an auxiliary hand pump in the tender with the inside cylinders actuated by Stephenson's valve gear with a screw reverser in the cab.

With a 5" gauge model of a Britannia in store (awaiting a repaint before display) all we need now to complete the steam story is a 5" gauge Sandringham or B1, Any offers?



Plant and Equipment News -

Rounding off Tim's trio of articles.

By Tim Rice

Going hand-in-hand a lot of the time with the Estates job I am also still discovering tooling we have stuffed away and in some cases is not even out of the packaging!

A central HQ, if you will, for the minor equipment is forming in the corner of the Storage Shed. Whilst it is maybe not the best location for some of these items, it is at least ideal for seeing what we have and for ease of use. These ~~toys~~ tools are here to be put to good use and we are fairly well equipped to deal with most things with the odd addition here and there being added as we go along to fulfil our needs. Not only that, but there is a good selection of sundries and spares so do make use of this if you're carrying out work of this nature.

Recently we had a visit from our excavator's big brother, joined by a very big hammer and a "sheep's-foot"! This is the name given to a particular type of compaction machine with a drum that has feet resembling those of a sheep! Makes sense I suppose. These were employed to assist in the recent "drop-road" works and proved to be invaluable tools indeed. Thanks to Phil Ainsley who has become something of a machine "whisperer" of late, enjoying the simplicity of a remote control!

Our machines take a beating from time-to-time and rarely ask for much. Lately, on the other hand, the JCB decided to well and truly throw its toys out the pram. Enter our other 'plant whisperer' on a whole other level. Peter Martin with the assistance of Brian Sermons spent some considerable amount of time talking it down and nursing it back to health. Cutting a long story short, keep the machine well-maintained and they will repay you with reliability. Otherwise expect to learn the hard way!

Thanks to Peter and Brian for talking the JCB round.

► Various plant in use to undertake works to reconfigure the former drop road back into a siding on 7th July 2019
- Tim Rice



Visit of No.813

By Peter Martin

The appearance earlier this year for our Gala Day of a Great Western locomotive brought something a little different to Chappel. The loco's history is well documented elsewhere, but stems from its original construction for the Port Talbot Railway by Hudswell Clark in 1900 for working the docks and shunting yards and is basically of an industrial background. Heavily Great Westernised at Swindon by sticking an upturned brass pot (*also known as a safety valve cover -Ed*) on it and various other modifications transformed it into a character of note! Google '813 Fund' to read more.

Now under the umbrella of the 813 Fund and based at the Severn Valley Railway, this endearing machine has undergone major work over the years to enable it to continue as a unique survivor of a bygone era. Its appearance at Chappel was the result of a desire to offer our customers something a little different to the norm.

Much burning of midnight oil by Michael Sanders eventually produced the desired appearance, but it didn't generate a massive return due to circumstances beyond our control. However, its usage on several Drivex and Railex days, covered the expenses, was well received by all, and during its short sojourn created an enhanced interest from many and helped put Chappel on the map - and you can't put a price on that. It also showed we can care for someone else's machine and our thanks are extended to the members of the 813 Fund and the SVR for allowing us the privilege to showcase their machine, where we hope it continues to steam into the future and gives the same pleasure to others as it did to us.

See inside the front cover and the centre pages of this magazine for photos of No.813 on site.

John Harnor

As reported in 'Membership Matters' we were sad to hear of the death of Museum Member, John Harnor.

Possibly a name not known by many, he was very fond of the EARM, and we thank his family for the donation given to the Museum. John is seen here (in the black hat) when he undertook a Railway Experience Course on 23rd September 2006.



John Nash Obituary -

By Peter Martin

Known to many of the Museum's more senior membership, we note the sad passing of Edward John Nash. Over the years of his membership, he became affectionately known as "Fossil". John became involved at Chappel with the community that formed the backbone of the working presence in the early days to enhance the Museum to where it is today. He was mainly occupied with his fortes of gardening and estate management. At one time he was also our Security Officer.

He brought his own brand of humour to the job, and underneath the sometimes bluff exterior, was a character that will be sorely missed. Over the recent years he dropped by the wayside due to emerging illness and also other interests of a thespian nature, as he became involved with local drama groups. He became the partner of Eileen Staples, who worked for a short time in our Reception, and who predeceased him earlier this year.

Although his presence on site waned in more recent years, memories of John will linger amongst those who knew him and also his faithful dog Morna - a golden Labrador who adored Mars Bars! (Much to John's chagrin!).

The service was held at Braintree Crematorium on May 5th and was well-attended by those of the more senior fraternity who remembered him, together with members of Eileen's family.

RIP John - and thank you.



Semaphore News

By Jack Plumb

Work on South Box has finally stepped up a gear, thanks to the assistance of young Josh Fortescue with a good three quarters of the cranks now refurbished. The majority of the timbers requiring replacement ready for S&T fitment have now also been completed thanks to the efforts of a BT work party. The aim is to have everything ready for fitment in the winter shutdown period as the trap points will have to be temporarily taken out of service whilst the main crank bed outside the box is replaced. This project will require all hands to the pump so S&T work weekends will be organised. Do please do give your time to support this; biscuits will be provided! (*Hopefully a hot brew as well –Ed.*)

Elsewhere a number of smaller projects have been completed including an OFF indicator for the Goods Shed to replace the incorrectly placed two-aspect colour light signal. This OFF indicator came from Colchester Station so it does have some local flavour.

Finally, do take the chance to come and have a look at the excellent work done on North Signal-box by Kevin and Rob. The smartening up of the back, plus the total rebuilding of the chimney and fireplace are most appreciated. The installation of the wood-burning stove will be thanked by Signalmen for years to come!

Volunteer News

By Jack Plumb

We have now had our first social event of the year which was combined with the folk from the Traction Engine Club having their road run earlier in the day. A good night was had by all and we hope to repeat this event again in the future.

You will see from this Magazine and, indeed, these two articles of mine that many people in the Museum continue to wear multiple hats. If you are interested in getting more involved in the Museum including in any of the many administrative tasks that are vital in its running, please do let me know. My details can be found on the “HOD and Other Positions” contacts page of the Magazine. I am pleased to say that Martin Gibbons is now assisting me with a view to taking over the role, completely, allowing me to concentrate on other duties. *Martin writes:*

As you know volunteers are the life- blood of the Museum and without them we would not be able to operate. If you can spare any time, be it a one-off day, morning or afternoon to help we would love to see you at one of our events, helping on the platforms, in the car park, or helping one of our groups maintaining the track, the list of jobs is endless!! For more information please read the Volunteer Information Pack.

Please complete the Volunteer form and return it to the Volunteer Coordinator at:
East Anglian Railway Museum, Chappel & Wakes Colne Station, Essex, CO6 2DS
or by email volunteering@earm.co.uk

You may download an editable electronic copy of this form from:
<http://files.earm.co.uk/volunteerform.docx>

I will add your email address to the list and notify you of events and working groups where we need volunteers to help. Hope to see you soon at the Museum.



▲ Mark House driving the the 04 loco during one of the Summer Diesel days - Dave Knock

◀ Daisy Cornell enjoying her first day as a Trainee Fireman on Jubilee at the ‘Day out with Thomas’ weekend on Monday 26th August 2019 - Andrea Cornell

▼ Cheers! Peter Robinson manning the Admission Tent during the 33rd Beer Festival in September 2019 - Mark House





▲ Allan Robinson, Martin Gibbons, Nick Proud and Brian Sermons work on the new Running Shed structure on 10th July 2019 - David Reeve

▼ A number of Museum Volunteers and Staff with No.813 on Platform 3 on Sunday 7th April 2019 - Museum Facebook Site



▲ Nick Ridgway oversees the work to turn the drop road back in to a usable railway siding on 14th January 2019 - Tim Rice

▼ Jack Cavie on the footplate of Number 11 propelling the freight train towards the North Headshunt in August 2019 during a Summer event - Museum Facebook Site





▲ Peter Robinson undertakes some gardening in the track on Platform 2 during the 'Day out with Thomas Event on 25th August 2019 - Mark House

Graham Farrell at the controls of the 04 during the Bank Holiday Special on 5th May 2019 - Museum Facebook ▲

▼ Jack Cavie (Fireman), Robert West (Guard) and Michael Sanders (Driver) on 21st July 2019 - Paul Jeffs @ Fisheye Photography, www.fisheyp photography.co.uk



Braintree & Halstead MRC and the EARM Dept of Model Railways -

By Gordon Humphris

The Model Railway Club has been busy since my last report for Stour Valley Steam. This time, I asked the Club's Chairman, Martin Samson, to pen his thoughts along with a few of my own as HOD for the Club, and this is the result of these deliberations.

The Club is working very well with much activity in all departments. The main layout has had quite a lot of additional detail added and is looking good. We have a new N gauge layout that was donated by one of our members and is well detailed, and both are run when we are open to the public. We also have several layouts under construction which are of added interest to the public when displayed, show-casing the talents of the membership.

The 0 gauge Exhibition layout has vacated

the main club room and has been relocated to the other side of the corridor, into a new purpose built room to suit its "larger needs"! A new permanent fixed double-track layout is under construction. It will be some time before it's fully operational, but we hope to have something to show by the Santa Thomas Event Weekends in December. The room also provides plenty of storage for smaller layouts as well as a home for "Gosfield Junction and Gosfield Yard", the 0 gauge Exhibition layouts.

The 2 push-button layouts in the Exhibition Room are both working well with "Lymeswold" benefiting from a good clean and "Halstead" getting more attention for improvements towards the winter months as time and manpower become available: - this we hope to do shortly.



We work well with the Museum and try to open to the public when it has special days, and when Thomas and his Friends are in action; we also run versions in miniature on our main 00 club layout which all young people seem to enjoy as much as the parents and grandparents! Overall, opening the club to the public has been very successful with large numbers of visitors touring through all the clubrooms during those special days.

We have also had the pleasure of special openings for various school parties arranged by the Museum which have been successful and to see the children get very excited is a pleasure.

◀ Lymeswold Station model, one of our push-button layouts.

As for the months ahead, we have had several more layouts in various scales recently donated or purchased and we hope to repair and run at least one in the future, as soon as we can spare the time and space to do so. The membership is part of our group and we welcome all with an interest in Model Railways.

The recent influx of members has been good: some from after visiting our very successful show back in June in Braintree. This was a good show on a very hot day which didn't stop a good attendance and proved financially very good for the Club. We now look forward to the Small Trains Day in October which we hope will be bigger and better than last year.

Meanwhile our doors are always open to members and public alike when the signs are out!!

► *Gosfield Station model, which is part of our O gauge layout.*



Archived Records -

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

The merging of the 1990s recently-discovered documents mentioned in the last Magazine is well underway and we have since received more donations of Museum records, including items from Mike Stanbury; some of these date back to the 1970s. Many of these have now been fitted into our existing files, with new ones created as necessary. Our record of the Minutes of the HOD Committee meetings to recent years is now very comprehensive, as one result of these items.

Our filing system concentrates on administrative records, rather than artefacts. It stretches back to the old SVRPS days of the 1970s, up to the present time. It is sub-divided into broad topics such as Finance & Admin, Minutes, Education, Correspondence, Health & Safety, Estates, Permanent Way, Marketing, Membership and the Museum Branches.

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) or please leave at Visitor Reception marked "FAO Archiving" and leave your contact details with the documents.

Oh Yes, the Wonderful 1960s...

By John D Mann

Railway enthusiasm had waned for me with the loss of local steam in my native Essex in 1961. The decade however was an exciting one. I was involved with pop groups and did many hours touring the county in a Bedford van, performing in village halls, very often in the 'back of beyond'.

One evening in 1964, whilst touring, I glimpsed a railbus calling at Wickham Bishops halt on the Maldon branch. My interest was re-awakened, but it was nearly fifty years later before I did anything about it. The arrival of the Heljan W&M railbus in OO was irresistible. A problem though - no layout! I had plenty of odd bits from earlier unfinished modelling attempts and inspiration from the popular 'micro layout' theme. An Essex branch halt re-creation might just work and this 'mini' diorama was the result.

For absolute 'portability' the MDF base measures just 1' 8" x 5½"; integration with a larger project has not been ruled out. A length of C&L track forms the permanent way through the scene, ballasted with beach sand representing a clinker/ash roadbed. The low platform, similar to those on the former Kelvedon & Tollesbury branch, is a piece of MDF faced with C&L sleepers.

A Hornby 'Annie' coach was used for the basic station building - typical of many East Anglian branches. She 'came to bits' very easily and was repainted and washed several times with various acrylics.

▼► *Heljan Waggon & Maschinenbau railbus E79963 arrives at Landermere Halt with destination showing 'Maldon'. These vehicles worked cyclic diagrams and previous days destinations could be displayed.*

Essex branch passenger numbers fell noticeably during the mid-sixties, making them easy targets for Dr Beeching's axe.



Boxing Clever

By Geoff Hutton

"We call it The ROC" explained the young lady sitting next to me on the train from Gidea Park to Liverpool Street. "The Railway Operating Centre." "Ah, yes", I said. "In days long gone we..." (indicating my fellow EARM travellers with a casual wave of my hand) "...used to visit the old signal boxes...Liverpool Street, Shenfield, Upminster, Manningtree, Pitsea, Southminster, Chappel North. "Not possible now, of course..." I ended with a wistful sigh.

She slipped her business card into my hand. "Drop me an email" she said. It is a long time since a woman said that to me, so I did.

Thus a few weeks later in the balmy spring of 2019, a group of 10 of us assembled on Platform 2 at Romford station. This caused the platform staff some consternation as they could not understand why a bunch of old men failed to board the 12.53 to Liverpool Street, and I had to reassure them of our intentions. Soon enough we were marched down to The ROC by Steve Hooker, a railwayman of some 45 years' experience, who gave us a fascinating insight into what goes on. The big surprise is that it does not do any actual signalling – in our area that is still run from

Liverpool Street. Instead it keeps an eye on all the infrastructure, which in itself is obviously of crucial importance. We spent two hours being shown around this impressive facility, the only downside being that unless you are in their conference room you cannot see any trains! On that particular day everything seemed to be running to time...unlike the previous day when a swan on the line interrupted services near Stratford... (It was interesting to know that if a small bird damages a train and causes delay, which is down to the TOC in terms of Delay Attribution. Swans and geese are down to Network Rail. Don't ask about peacocks...)

On the way out Steve asked if we would like to visit some other facilities. The general consensus amongst the motley group in the subway at Romford station was that, yes, if pushed, we might just consider it.

If he asked nicely.

So, Colchester...here we come on June 11th 2019. 09.40 off Gidea Park, change at Shen-



► From left to right, Peter O'Neill, John Rayment, Dave Gibson, Bill Santer, Alan Barker, Brian Snelling, Richard Hemington and Geoff Hutton. All held posts in the former South – West Essex Branch at some time over the last 40+ years - David Reeve

field, and there you are. We had last visited the Colchester signal box...sorry, Power Box.. some 35 years ago when it was quite new so it was a surprise to find that the original kit is still there and very reliable. Chris was our guide, and a very lively character he proved to be, with a mass of experience in running the railways of East Anglia. The good thing is that Colchester is a signal box, and you can see the trains through the window as they pass by, as well as following them on the track diagrams both on the old equipment and the big new digital screens. My group spent an hour and three quarters on site – the second group, under the control of Dave Gibson, apparently spent even longer, so we are very grateful to the Network Rail staff who spared time to show us behind the scenes.

The journey back showed our railways at their best, with smooth connections at Chelmsford and Shenfield plus an on time arrival at Harold Wood. Pete and I did not even have to wait too long for a bus back to the sylvan delights of Ardleigh Green. I love it when a plan actually does come together.

Time well spent, I think, for all concerned. We all thoroughly enjoyed it, and learned a lot, whilst the Network Rail staff seemed to appreciate the opportunity to show us their workplaces and how "it" all hangs together. When I worked in a bank, nobody was interested in what I was doing (especially me) so all credit to the team in Colchester for their commitment and enthusiasm.

It was much appreciated by us all.

Colchester Railway Group Update - by Dave Cornell

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

Our meeting on Friday 5th April was hosted by John Day of Ipswich RCTS. It was a presentation under the heading of "Ipswich Station – A railway junction in the East". John explained at the start that all of these photographs were taken by him over the years around Ipswich Station, Belstead Bank, Westfield, West Bank Terminal and local lines.

We started at Ipswich Station with 156412 having arrived from Lowestoft, scenes followed of a 101 DMU on 14/8/1984, a Regional Railways 150102 from Sheffield and then 73137. There followed a lengthy range of shots of loco-hauled trains across the area which included amongst others 47790, 37419, 67008 with TPO stock, 90011 in One livery, 37051 at West Bank Terminal and 90020 on Belstead Bank. After a break for refreshments, John continued with his impressive range of

photographs, including 47033 on 20/8/1984, 47972 on Belstead Bank, 86426 with the 'Up Postal'. This was followed by many more shots around Ipswich station with 305510 as the first electric service on 9/4/1985, 37203 in Ipswich Lower Yard, 150001 on the line to Lowestoft, 37610 and 37611 on Spring Road Viaduct and 66727 Maritime One on the Felixstowe Branch. The concluding photographs were up-to-date and of the new Cl.755 Bi-Modal Multiple Unit Stadler FLIRTS as built by Stadler Rail in Switzerland and seen under test in East Anglia.

The evening had lived up to its usual high expectation and around twenty attendees enjoyed the presentation. Our grateful thanks to John for taking the trouble to share these photos with us

► 66200 and 67019 in EWS Livery at York Railfest 30th May 2004 - Paul Smith (Image used under Creative Commons licence Attribution 2.0 Generic (CC BY 2.0)).

http://flickr.com/photos/widnes_road/

The next meeting on 7th June was given by our Treasurer, Roy Anderson, who provided a video evening based around "Railfest 2004" and another video entitled "Railtours of Colchester" Beginning with Railfest 2004, which was set at the National Railway Museum, the video provided an enthralling range of steam, diesel and electric traction, probably not been seen together since 2004. It is not possible to do it all justice here, except for identifying some of what was seen on video by quoting a list of train numbers. At various times and often on more than one occasion, clips were shown of Bulleid 21C123 Blackmore Vale, BR EM2 27000, BR 9F 92203, SR N15 30777 Sir Lamiel, BR Cl.84 84001, LNER B12 61572, BR Standard Cl.7 70013 Oliver Cromwell, Cl.56 56006 moving in the yard, LNER 63601, GWR 5972 Olton Hall, GWR Collett 0-6-0PT 7754, GWR 3440 City of Truro and BR Cl.66 66200 in EWS Livery. This represents a brief list of what was seen with lots of other diesels, and multiple- units on show, along with many more inside the roundhouse.

After the refreshment break, there was video footage taken on board the Broadman on 30th April 2006 and featuring LNER B1 61264 travelling on a tour from Norwich to Sheringham, back to Cromer and eventually back at Norwich. The next video sequence was on the Cathedrals Express tour on 23rd April 2009 and featuring BR Standard Cl.7 70013 Oliver Cromwell arriving at Colchester where it was watered before heading off towards Ipswich. There were various other service train movements, including BR Cl.66/5 66541 hauling some freight in National Express livery. Part 2 of the tour showed 70013 on its return through Colchester. The final video of the evening was of Bulleid 34067 Tangmere at Colchester on 8th December 2009. The evening of good quality video footage was enjoyed by an enthusiastic audience.

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 our web-site <https://colchesterrailwaygroup.wordpress.com>.

Also from David Reeve on 01206 793923 or by e-mail at: d_e_reeve@hotmail.com. Please take the opportunity to send in any written suggestions for topics and/or speakers for future.



The Enfield Transport Circle Update -

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

March 2019

In March, we had a very good attendance (20) for TETC's AGM and presentation. Following the AGM, our Executive Secretary, and newly elected Vice-Chairman, Kenneth Crane - showed a video, about the history and the building of the Channel Tunnel - to celebrate its 25th Anniversary in 2019. The video (produced in the mid-1990's, for Eurostar), tells the 200-year history of the aspiration of British & French politicians, entrepreneurs, and engineers to build a "fixed-link" between Britain and France. Unfortunately, for over 150 years, potential projects, were continually hampered by fears of politicians and journalists, concerned about military interventions - from Napoleon Bonaparte to Adolf Hitler. However, the above didn't, deter the period's engineer's - who performed surveys, and drew up plans for various types of link, which employed the latest technologies of the time e.g., Fabricated Tunnels, Bored Tunnels, Tunnels & Bridges - for both rail and road transport. Indeed, in both the 19th and early 20th centuries, tunnelling of the 'boring' variety, actually commenced (on both sides), on a number of occasions, but eventually stopped. However, by the late 20th century, political will on both the British and French sides, gave renewed momentum, and plans were eventually drawn up, to build a rail-based link, running through two 'bored' undersea tunnels - between Folkestone (England) and Coquelles (France). The what was to become Eurostar route, would initially comprise of two modified main terminals: London Waterloo International and Paris, Gare Du Nord - connected by two new high-speed rail lines via the above tunnels. Construction work commenced in 1988, with the official opening in May 1994. The French, completed their high-speed line

in 1993, but the British would have to wait another decade and more, for a high-speed line from London, and another London terminal (St Pancras International). The video concluded, with a very high-speed, driver's-eye view, non-stop journey - from Waterloo International to Paris, Gare Du Nord in just 10 minutes!

April 2019

In April, we had a below average attendance (15) for a meeting - which was affected by inclement weather, associated traffic delays, and punctuated by technical problems. Indeed, our speaker for the evening, TETC Chairman, Bill Santer - was heavily delayed by a number of incidents on the M25. These meant that the Vice-Chairman, Kenneth Crane had to step in, and initially provide an alternative programme. He did this by showing a VHS video entitled: The Golden Age of Steam Locomotives (1990). When Bill did arrive, we tried to return to the intended programme - which included, a DVD video: The Story of the Black Arrows (aka RAF '111' Squadron, 2012). However, the DVD had problems - and after a number of attempts to run the intended elements of the video - we switched to the VHS system, for Bill's second video presentation. This short video, entitled: Railway to the Moon (1990), tells the story of the development and construction of the Mount Washington Cog Railway (MWCR), in New Hampshire, USA. Its inclusion was most pertinent, as the MWCR is celebrating its 150th Anniversary this year as it opened in 1869. The MWCR, was the idea of a Sylvester Marsh (1852), who also designed and built it. The MWCR was the world's first "cog" ('Marsh' design, rack-and-pinion) mountain railway, it was built to a gauge of 4ft. 8ins., is

3 miles long, and rises approx. 3,500 ft. to the mountain summit, with an average elevation of 25%, and a maximum of 37%! The average train speed ascending is 2.8 mph and 4.6 mph descending. When built, the MCWR, was the steepest railway in the world, but is now the second, after the Pilatus Railway in Switzerland (opened 1889). In the video, we only viewed coal-fired steam locomotives working the line - many of which date before 1900! Moving along to the 21st Century, oil-firing for the above was tried, before six biodiesel-fuelled, diesel-hydraulic locomotives (built "in-house"), were introduced, to run alongside the above coal-fired locomotives.

May 2019

In May, we had a very special joint meeting, with our friends from the Cuffley Industrial Heritage Society (CIHS). For this special meeting, we relocated from our regular monthly meeting location - the Enfield Drill Hall, Meeting Room, to the Northaw Village Hall, Northaw, Herts. - the regular 'home' of the CIHS. We needed to do this, because we had a special speaker/subject, and our usual location would have been too small. Our special speaker, was Christopher Wheeler (Chairman - The Cuneo Society) - who did a presentation entitled 'A talk on the artist Terence Cuneo, CVO, OBE, RGI & GRA - 1907 to 1996'. Unfortunately, Terence Cuneo's daughter, Carole Cuneo (President - The Cuneo Society) was originally scheduled to present this meeting - however she had to pass it on to Chris Wheeler, because of health issues. However, we had a very good joint attendance (50) for the meeting - which Don Munns MBE (Chairman, CIHS) and Kenneth Crane (Vice-Chairman, TETC) co-chaired. As a preface to his presentation, Chris informed us, that Terence Cuneo's works, including sketches, illustrations and paintings, number over 9,500 items, and contain a great diversity of subjects! For our presentation, he was to focus on Terence Cuneo's, transport & industrial subjects. He started his talk by, talking about Terence Cu-

neo's mother and father, his siblings and early childhood - showing some of his very early works. He then moved on to his schooling, his art education and his first line of work, as in illustrator - showing some of his sketches and illustrations. He then moved on to Cuneo's World War II work in British propaganda. Then we had a brief look at Queen Elizabeth II's Coronation (1953) - for which he was the official artist. We then saw Cuneo move into painting for a variety of industries including: automotive, civil engineering, construction, electrical engineering, military & railway industries - in the UK and around the world. Chris then showed us a number of Cuneo's famous railway paintings, together with one which he painted as a special request from Chris himself! At the end of his talk, Chris did a Q & A session - which stimulated some very interesting stories. Overall, Chris Wheeler's presentation was very good, and it was especially interesting to know, that Chris knew Terence Cuneo and his family personally - which really helped his presentation, and the joint-meeting attendees really appreciated it.

June 2019

In June, we returned to our usual meeting place, the Enfield Drill Hall, Meeting Room. This was also a special meeting, as it was 'The Inaugural Roger Elkin Tribute Presentation' - for TETC's first Chairman (2014-2018). At this meeting, we were pleased to welcome, a number of Roger's friends as guests for the evening, and when combined with our regular members, the attendance reached 18. Our speaker, Leslie Drake (originally from New Hampshire, USA), was a long-term friend of Roger's. For this special meeting, he reprised his late noughties presentations - whereby he showed us, visits which they did together, to railroad locations in the Eastern USA. For the first part of the meeting, Leslie showed us pictures of visits to, Steamtown NHS, Scranton, Pennsylvania, and the Railroad Museum of Pennsylvania, Strasburg, Pennsylvania. Leslie also showed us, pictures of stations, signal

towers, and trackside locations in New Hampshire and Pennsylvania - with examples of contemporary CSX Corporation, Conrail & Norfolk Southern Railway freight trains in operation. For the second part of the meeting, Leslie showed us a video, of a visit to the East Broad Top Railroad (EBTR) - in the Allegheny Mountains of Pennsylvania. The EBTR, was originally built to ferry coal, and is apparently the oldest surviving 3 foot gauge railroad in the Eastern USA, and is now the only narrow-gauge railroad east of the Rockies. In the noughties, the EBTR was running regular heritage passenger & freight services. Unfortunately, the EBTR closed in 2011, and has been in mothballs ever since, awaiting a new owner. However, the Friends of the EBTR are looking after the equipment in the meantime. Overall, our guests, and regular members enjoyed the tribute presentation, but it was tinged with a degree of sadness, as a number of photos contained Roger in view.

July 2019

In July, we had a quite low attendance (13), probably due to some members having holiday commitments. Our speaker was Kenneth Livermore (NBLPG) - who for his annual visit, did a presentation on: British Steam in South Africa 1987 to Present. Ken prefaced his presentation, by informing us that in 1987 South African Railways (SAR) had over 500 steam locos' in service and over 200 in industrial use. Of these locos', approximately 70 percent were sourced from the UK. Since the withdrawal of steam (main-line in 1992 and freight in 2015), over 200 locos' have been preserved. For our grand tour of the Republic of South Africa (RSA), Ken used the pre-1994 named provinces and regions of the RSA and SAR (as the majority of the slides were taken before 1994. We started in Johannesburg in the Southern Transvaal, where we visited a number of locations (including Germiston & Springs sheds). We then moved onto the Northern Transvaal to visit Rustenburg & Tweefontein - where we saw more conventional tank/tender type loco's and articulated type 'Garratts', working on diamond, gold & platinum freights. We had a brief stop in Swaziland, before moving onto Natal. In Natal, we visited the Port Shepstone & Alfred County Railway (PS&ACR) a 2ft. narrow gauge line (SAR normal gauge is 3ft. 6ins.) it was the last operational NG line in Natal (closed 2008). Interestingly in 2005, six SAR Class NG G16 2-6-2+2-6-2 'Garratt' locos - which ran on this line, were sold off as excess stock to the Ffestiniog & Welsh Highland Railway (F&WHR). Where they were to be put to work, on the soon to be reinstated, Welsh Highland route from Caernarfon to Porthmadog (opened 2011).

We then moved along to the Orange Free State, to Bloemfontein, Bethlehem & Kroonstad sheds, and the gold mines of Welkom - with more heavy freight workings. We then moved across to the Cape, to one of the world's most famous scenic railways, the George to Knysna line - which is a coastal route by the Indian Ocean. Unfortunately, this line was closed in 2006, due to a landslip and is still awaiting restoration. The final regions included, the North West and Cape again - which covered Mafikeng, Klerksdorp, Kimberley & De Aar. De Aar was the location of SAR's loco dump - it was first visited by Ken in 1987, and was the inspiration for the formation of the former NBLs! To conclude, Ken showed us two SAR locos, which have been repatriated to the UK - a SAR 25NC Class 4-8-4 No.3405 (Bucks. Rail Centre), and a SAR A Class 4-8-2 Tank No.196 (Mizens Railway). Ken provided a very interesting presentation, showing a whole variety of mostly steam loco's, in various locations across the RSA, combined with a very detailed, but accessible talk to accompany them. Those TETC members who did manage to attend this meeting, appreciated this.

Jam Tartz Catering -

By Dionne King

I am the part-owner of Jam Tartz Catering, along with my sister Leigh-Ondrea Bendall. Unfortunately, due to ill-health, Leigh will only be working the odd day at present, but she is still cooking the cakes and muffins. I shall be based at Chappel full-time from the end of September, in order to move the café forward and make it more successful and profitable for all concerned.

The intention is to carry out some refurbishment of the café, starting during the September Beer Festival and continuing through the winter months to be ready for the new season. Sunday Lunches will be served again when there are no Event Days and we are looking forward to obtaining an additional carriage which could be used for private functions and parties. This will have moveable tables and chairs for greater flexibility.

We shall be looking for someone to work on a Saturday/Sunday who loves baking and socialising with the public. Please contact the café if you are interested.

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 or info@jamtartz.com

We look forward to welcoming you very soon.



Memories of the North Woolwich Branch, & its Passenger Stations.

By Jim Connor

My earliest memory of the North Woolwich branch was of being taken by Dad from Stratford Market to Noel Park & Wood Green. I was only about six years old at the time, so it all seems very vague, but I recall getting off the trolleybus from Stepney Green, crossing the main road and entering the building. I remember the interior being rather dark and the booking hall being foggy, presumably as a result of locomotive smoke drifting up the stairs from track level. We went down onto the platform and caught a Palace Gates train, but the only thing which left a lasting impression on me was passing the WD 2-8-0 named 'Vulcan' on a goods train somewhere en-route.

I next used the line a few years later, when we caught a train from Canning Town to Stratford after visiting Rathbone Street market. We had got there by catching a trolleybus along Commercial Road from outside Stepney East station, but Mum and Dad failed to get what they were hoping to find there, so they decided to try Angel Lane. Our train was hauled by an N7 0-6-2T, but unfortunately I was never a number taker, so can't recall which one it was. I also can't remember the year, but it must have been after 1957, as by then Stratford Market station was no longer in use.

Although Mum and Dad specifically wanted to look around Angel Lane, we also went to a toy-cum-model shop called "Billy's Stores",

► *Stratford Market Station*
- *Jim Connor.*

which was close to Stratford Market station, a few doors along from the Rex Cinema. For an enthusiastic youngster, Billy's was a marvellous place, stocked with Hornby Dublo, Tri-ang Railways, Trix Twin and even KMR kits, which were a bit of a novelty at the time. KMR produced a Midland Railway 4-4-0, which could be built either as a Compound or a 2P, depending whether the constructor included the outside cylinders or not! It was doubtlessly fairly crude by modern standards, but looked pretty good at the time.

My next visit to the line was after I started work with British Rail in the summer of 1965, when my wonderful 'green card' allowed me to travel throughout the network on quarter-rate privilege tickets.

By this time, mainline steam was fast disappearing from London and, having no interest whatsoever in diesels, I began to seriously explore the capital's railway network. Sadly the old faithful N7s had gone, but otherwise the North Woolwich branch remained very little altered.



The street level building at Stratford Market stood as before, but down below all that survived were the partially- demolished platforms and a wall alongside Bridge Road. Ever since closure, the entrance doors had been securely locked and it was impossible to see inside but, much to my surprise, one day I saw that they were open. I took a quick peep then jumped on a 'bus back to Stepney Green. I collected my camera, together with a flashgun then headed out to catch a 'bus back. On the way I popped into Rees the Chemists in Mile End Road and asked for a pack of six PF5 flashbulbs. Unfortunately they had sold out and only had a couple of loose bulbs left in stock, so I quickly bought these and went off to Stratford Market Station.

The door was still open, so I went in and there, boarding up one of the windows, was a wonderful LNER sign directing passengers of yesteryear to historic destinations such as Victoria Park and Royal Albert Dock. I mounted the flashgun on the camera and inserted the first of my two bulbs. I set the shutter and aperture and took a photo. The next shot was exposed slightly different, but I needn't have worried as both turned out virtually identical!

The next station down the line was Canning Town, which was still on its 1888 site, although it had undergone rebuilding work in the 1930s. By the mid-1960s, some rationali-

sation had taken place at platform level and the canopies, which once sported fine '1890s' style GER valances, were very plain and utilitarian. The gallery at the rear of the street level building was nice, though, and still possessed a lot of character.

North of the station was a public footbridge, which was sometimes used by enthusiasts as a vantage point to photograph trains. The stairs leading up to this were known locally as 'Peggy Leggy Steps', but I've absolutely no idea why!

Tidal Basin station came next, but this had been demolished in the 1950s and nothing of substance was left standing by the following decade. It had been bombed in March 1941, but remained open until August 1943. It reputedly once issued LNER free platform tickets, but I've never seen one. Does anyone know if they actually existed?

Beyond Tidal Basin came Custom House, which had been rebuilt in 1891 and still retained the down side building. The entrance to this was by means of a door facing onto Victoria Dock Road and the booking office retained the old penny platform tickets after they had disappeared from other stations on the branch.



Part of the up side building was also still standing, but this had been damaged during the Second World War and was in a pretty sorry shape. Behind this lay some of the Port of London Authority sidings, where PLA diesel shunters in their dark blue livery could sometimes be seen at work.

◀ Custom House Station - Jim Connor.

Prior to the Second World War, the Beckton branch and the Port of London Authority (PLA) Gallions line both joined the North Woolwich route near Custom House and there was a trackless bay platform on the down side of the station.

I explored both these branches in the 1960s, but substantial station remains were restricted to Manor Way on the Gallions line, where the street level building survived along with the up platform. There may well have been relics of the down side as well, but the site was so overgrown it was impossible to see. The old island platform at Gallions was still standing, as were the line's three Station Hotels'. I regret not photographing the interior of that at Gallions when I dropped in there once for a pint, but with only thirty-six frames on a roll, I was always conscious of the need to conserve film.

After Custom House, the passenger line descended into what is now known as the Connaught Tunnel but, back in the 1960s was referred to locally as 'The Silvertown Covered Way'. It had been constructed in connection with dock alterations and had steep gradients at either end.

Beyond here came the characterful station at Silvertown, where the ticket office was located on the up side, beneath the signal box. If I remember correctly, the booking hall was very dimly lit by gas. It smelt of damp and even in the mid-1960s seemed like a relic of a bygone age. There had been a station at Silvertown since 1863, but the building I remember dated from the 1880s.

▶ North Woolwich Station with DMU worked service- Jim Connor.

After Silvertown, the branch continued to North Woolwich, which opened in 1847 but was substantially rebuilt in the following decade. The station had been badly damaged during the Second World War, when the majority of its platform awnings were removed, but the main building survived, albeit with a repaired roof. Inside the booking hall a "Next Train" indicator still showed "Palace Gates", although the branch from Seven Sisters which served this had closed in January 1963.

Many changes have happened on the branch in the years since I first knew it. A new station was added at West Ham in 1979 and Canning Town was re-sited for the third time in 1995. Interestingly, it now stands very close to where the first station of 1847 was located prior to being replaced with new premises on the opposite side of Barking Road in 1888. The old buildings at Custom House went around the late 1960s, with those at Silvertown following in the following decade.

The main building and one of the platforms at North Woolwich accommodated 'The Old Station Museum' from 1984, but this subsequently closed and the Collection was dispersed elsewhere, including to the EARM. The branch closed in 2006, but part of it was subsequently incorporated into the Docklands Light Railway, whilst another section,



including the Connaught Tunnel ,will be revived by the Elizabeth Line.

The old branch terminus remains disused, however, and when I last visited it, was showing signs of neglect.

The history of the line is extremely fascinating, but in this short article I have concentrated on the passenger stations, which have always been my chief focus of interest. I have deliberately not dealt with the line's goods facilities, signal boxes, or changes that have been made to the permanent way over the years, as these would take up far too much space. However, if your Editor wishes (*yes he does*), I'm sure I can write a follow-up article at a later date.

Class 37s Near and Far

By John D Mann

Having been fortunate in recent years to visit all three Train Operating Companies running Class 37 hauled timetabled passenger trains on the National network, it transpired the routes involved still featured historic signalling and practices that are rapidly becoming confined to the preservation movement.



Photo 1 Right: The 1701 Transport for Wales 'new' commuter train from Cardiff Central to Rhymney headed by Colas Rail's 37421 gets under way from Caerphilly on 30th July 2019. The conductor/guard (just visible in the first coach) is using a traditional green flag.



Photo 2 Left: With Class 37s already a memory along the Cumbrian Coast, the driver of 37409 accepts a single line tablet on Northern Rail's 1437 Barrow to Carlisle on 28th August 2015

Photo 3 Below Right : Amid a variety of mechanical signalling, top and tail Class 37s accelerate briskly away from Yarmouth past the signalbox with the 0917 Greater Anglia service to Norwich on 16th July 2015. [Editor's note - as this edition of SVS was being prepared - September 2019 - the Class 37s and Mark 2 train on the Norwich - Great Yarmouth was withdrawn pending future introduction of Class 755 trains from Stadler]



Stour Valley Steam Through the Years

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

40 Years Ago - Stour Valley Steam Summer 1979

Ever wondered about Trading Shareholders? The Editor explains this reasoning.

THE BRANCH LINE PRESERVATION COMPANY LTD

New members of the Stour Valley Railway Preservation Society and also new readers of Stour Valley Steam I have taken valuable magazine space to give brief details of what the Branch Line Preservation Company (BLP Co) actually is all about.

Not, as the name might suggest, a 'prop' for ailing branch lines, but the Company that is the legal entity for the SVRP Society. The Company was formed to negotiate with British Rail over the purchase of the Marks Tey - Sudbury branch line in the event of its closure, and to finance by public share subscription such a purchase. To this extent a prospectus has been prepared, but held in draft until such time as it is required. In the meantime it is the Company that holds the lease for Chappel & Wakes Colne station and pays the rent.

BLP.Co has an authorised share capital of 100,000 shares at £1 each, and at the time of writing £9,330 shares have been issued. Of that number £4315 in shares is held by Trustees on behalf of the Society. With this money the Company has financed the purchase of locomotive 80151, the BS coach used on Open Days, a BCK Mk 1 coach and the materials to build a large locomotive shed, as well as many smaller items of equipment.

Shareholders are not restricted to members of SVRPS but include friends, railway enthusiasts and some purely generous people. The only stipulation the Company has, is that new subscribers for shares apply for a minimum of ten shares i.e. £10. Existing shareholders may increase their holdings by any multiple of £1.

Should you require further information and/or an application form for shares then please feel free to write to Les Houghton (who doubles as Company Secretary as well as Society Secretary), whose address can be found at the back of this magazine. Donations to the Society to increase its own shareholding would also be welcomed. In this case send cheques to Les as above but stating clearly that the amount is a donation to the Society.

30 Years Ago - Stour Valley Steam Winter 1988

With all the talk of the future of the current Heritage Centre ongoing, we hear a story from Autumn 1989 when the original Heritage Centre opened in what is now the Shop and Reception

CHAPPEL HERITAGE CENTRE OPENS

Ian Reed

Following the launch of the Museum in 1986 based on the original Victorian station complex at Chappel, efforts have focused on the restoration of the unique collection of locomotives, coaches, and wagons dating from the 1880s. It was soon realised that in order for the visitor to appreciate both the work of the Museum and more importantly, the role of the country railway over the past 100 years, an interpretation of the site and collection was needed.

In searching for a suitable location for this interpretation centre a novel solution offered itself in the form of the basement storage area under the main station building. Having proved it feasible to excavate the original embankment of 1849 which half-filled this area under the 1883 building, plans were then prepared to turn it into a visitor reception centre and interpretation room.

The plans were modified as more of the rooms, all separately accessed from the low level approach road, were cleared and retaining walls and floors created. With interconnecting doorways and ramps to accommodate the various levels there emerged a combination of display areas, open plan reception room, audio-visual area, toilets with disabled access and facilities and a kitchen/servery.

As a voluntarily run independent Museum, funding for such a major project was a prime consideration, however a 20% grant was obtained from the English Tourist Board towards the overall cost, which, with a small grant from Eastern Electricity towards the electrical installation – a major component of the scheme – enabled innovative heating and lighting design to be incorporated.

With the demise of the Manpower Services Commission and their Community Programme schemes, used by the Museum for all of its building project work in previous years, the Museum set itself up as an Employment Training project provider. As a result of this all the building and joinery work has been done by trainees on the scheme under the direction of two supervisors employed by the Museum. This has kept the labour cost of the conversion to a minimum and hence within the scope of a manageable bank loan that

will, we trust, in time be repaid from the hire of the Centre for private use, meetings, etc.

With its excellent catering and audio-visual facilities, complete disabled access, and year round comfort, the visitor centre is set to be a major feature of the Museum and is our own contribution to Essex Heritage Year 1989.

The displays will be centred around the theme of the Museum with its twin stories of Passenger and Freight traffic on the country railways of East Anglia during the 100 years ending with the Beeching cuts of the 1960s, from which stemmed the voluntary organisation that now runs the Museum. The current interim displays tell the story behind the East Anglian Railway Museum and the development of railways in Britain over 200 years until today.

Launch Day was fixed for August 16th and invited guests plus local media representatives arrived for coffee followed by the ceremonial cutting of the orange plastic tape (a bit late in the day to try and save money by not buying a ribbon I thought) – with skill, aplomb, and a most enormous pair of wallpaper scissors wielded by Rob Shorland-Ball, Deputy Keeper of the National Railway Museum. Rob voiced his pleasure at the continuing endeavor of the volunteers to bring the Museum up to the level required to make it acceptable to the Establishment. That isn't what he said, but we got the drift.

The party then adjourned within and studied a selection of photographs in the displays depicting what goes on upstairs – it is worth reminding readers that nothing of the Museum's many and varied activities can be observed from road level at the entrance.

Then followed the presentation of cheques with Julie Clark, Tourism Development Officer, East Anglian Tourist Board handing over £3,400 and Alan Leech of Eastern Electricity contributing a further £1,000. Both were gratefully received and mention should be made here that E E also provided some practical assistance in the design of the Centre's wiring installations.

A quick tour of the site was next on the agenda. marred only by a summer shower of monsoon proportions that threatened to entomb most of the group in the passenger train after they had sampled the mandatory shunt up the yard and back twice. An escape in the nick of time saw the slightly damp visitors return to the Heritage Centre where a Buffet Lunch was provided by Brian Alderton from his mini-kitchen below stairs. It was adequate, excellent

and a credit to Brian and Mrs Alderton.

Matters of great importance were discussed informally and B.D.J Walsh reminded us of the occasion when he was paid to travel First Class in solitary splendor over the Settle and Carlisle railway in a steam-hauled service train - heady stuff.

The sun re-appeared and Rob was dragged back to the restoration shed to see one of his staff, Kim Malyon bloody but unbowed and still fighting the N7. He did venture the opinion that it looked like going into extra time.

The rest of the group went back to their various offices having learnt a little something of what that crowd do up at Chappel. There should be a round of applause for all those people who contributed to the undoubtedly impressive feature of the Museum that the Heritage Centre represents. There cannot be a roll call of the names and many would not wish for one but they may justly be proud of the result. We are all, collectively, grateful. Mike Stanbury proposes to mark the occasion with a plaque similar to those on the footbridge and the restoration shed wall.

20 Years Ago - Stour Valley Steam Spring 1999

THE N7 LOCOMOTIVE - A BUSINESS STRATEGY

By Peter Thompson

Background.

More than ten years ago a Membership decision was taken to restore this unique engine to running order with a view to eventual running on the branch line to Sudbury. No questions were asked regarding the ultimate cost of such a plan or how the restoration was to be financed. It was tacitly expected that, somehow or other, 'the Membership', having expressed a desire that the locomotive should be restored, would find or fund the wherewithal to do it.

Return to service was accomplished in August 1989, a magnificent achievement by a few very hard-working volunteer Members of the Museum.

Immediately the cold hard facts of life in the commercial world began to become apparent. Bills for transport costs, insurance, expenses, coal, oil, food, security, publicity, and a provi-

sion for the boiler lift ten years away in the future all emerged from the closet.

The Strategy.

By now you will have realised there was no such animal. Record keeping should have been started in 1984, but even with the foresight that such action demanded, seven years later those records would customarily be discarded.

A new phrase was taken into the Museum dictionary Market Forces. A full-blown cliché by anybody's standards but the loco was earning street-cred with every visit to a new venue, It was mechanically sound, and if fired in true Great Eastern style, extremely economical. It handled six coaches with ease and did not need a turntable. As soon as the boiler warmed through and the superheater started to deliver, it stepped out like the thoroughbred it was. It wasn't all plain sailing and a discovery that

work done on the axle boxes by Swindon left something to be desired was a salutary experience. And expensive to rectify. The more so because it kept the engine out of traffic much longer than it should.

The price for hiring reflected that it wasn't as glamorous as an A4 Pacific but still up-market on a six-coupled industrial saddle tank.

The Truth.

By 1995 the Museum was moving towards an accounting system that gave a much more detailed analysis of expenditure. It was too late to fill in the missing gaps of the previous ten years but it was a step in the right direction,

Running and repairing 75-year old steam locomotives is an expensive business. Owners of A4's and Duchesses will support this opinion from their own bitter experience. If you have followed the recent media coverage of Flying Scotsman's return to Main Line Certification you cannot have failed to count the number of noughts in the quoted figures.

The Museum battle was not to make a profit from the operation - there can't be many outfits that do - but to try and recover some of the expenditure.

The Result.

The Museum has spent a large some of money on the N7, of that there is no doubt. The biggest disappointment has been the lack of Main Line work. It is only very recently that tank engines have found favour with train operating companies and promoters.

The original requirement for a Main Line Ticket for the loco was the British Rail declaration that it could not attend Open Days without one in place. This quality standard was achieved and maintained and has

added an edge to the bargaining process but the loco has still spent the majority of its off-site hirings on other preserved railways. The standard of mechanical maintenance, once set at this high level, has been reflected in its availability figures.

At July 31st 1999 the earnings which have been returned to Museum funds had reached a figure of £65,901.82. This is almost certainly less than has been spent but at least it is a welcome narrowing of the gap between income and outgoings.

The Future.

The 10-year Boiler Certificate expires on 14th December 1999 and the loco cannot be run after that date. In theory the boiler should be de-tubed and lifted from the frames for a full examination. A minimum of £10,000 needs to be set aside before work starts and if it is not available, then dismantling will not begin. In fact there has already been a request from another organisation that wished to exhibit the N7 on their site in 2000, even in a non-working condition,

The Shildon 175 Celebration of the opening of the Stockton & Darlington Railway is scheduled to take place in August 2000 and attendance at that event, either in steam or on tow, is on the cards.

▼ *The N7 in the Sidings at Chappel during Summer 2019*



The Chapel Coach at Chappel by Mike Stanbury

This 1873 built Great Eastern Railway four wheeled coach Number BT 308 consists of its body on underframe only, composed of two non partitioned compartments plus guard's van and luggage area. It is 22ft bins long, with a corrugated iron roof covering the original roof timbers, which unfortunately have been opened up to make a storage compartment underneath the secondary roof. This was a relic of its duty as a chapel of worship at Great Wenham from withdrawal from service in June 1902 when it was sold for £8, lasting as such until after the last War (1939-45).

Built to diagram 501, 72 were built by Brown, Marshall and Co. for £256.10.0 each. It arrived at Chappel 6th February 1988, and was painted for weatherproofing only. Grounded near Chappel North Signal Box, it was in use as a store for the P/Way Dept. and for other vintage coach components.

In generally sound condition, it was seen as an ideal candidate as the other brake vehicle for the Museum vintage train, with many aspects in favour of its restoration. Primarily, the body, including the seating, was of all wooden construction, well within the capabilities of our craftsmen and workshop facilities. Much of the panelling is re-usable, and surplus teak from our Gresley can be used to replace some split panels, and it will give us an opportunity to show our visitors a varnished wood coach - and at a lot less effort than an LNER Gresley!

There is much which is original in the coach, including the Lighting tops on the roof, and all roof grab handles, and an interesting feature is the Guard's duck seat, that on the offside being plain painted wood, but on the nearside, the side most used, upholstered in a cushioned red moquette, most probably from material offcuts from second class coach seating.

The underframe is typical GER with flitched solebars, that is, wood sandwiched between iron plates. One new bufferbeam needs manufacture, but plans are available from a vehicle of similar age, possibly the greatest difficulty being in finding a suitable piece of timber to fashion it from. One great advantage we have is some compatible running gear which we will source from dismantling the GER Gas Tank Wagon chassis. There is no thought or even hope of restoring this vehicle as a gas tank wagon, and the underframe could be described best as past its use by date. But, it has suitable axleboxes, W irons, springhangers and wheels which can be used without alteration under BT308. We will need some new springs, but we have the specification both on plan of similar vehicles and in the GER Rotting Stock Spring Specification Book in the Museum collection, so we will need those made professionally.

The coach body will have to be slid onto boiler trolleys, moved into the workshops and separated from the underframe, enabling both components to be worked on, including the fitting of a handbrake and vacuum braking, and transfer of the axle components from the gas tank wagon, enabling a rolling chassis to be made ready to accept the refurbished body. Something to look forward to, and just another everyday job in the life of the Museum!

The Future of Stour Valley Steam

In 2011, Darren Johnson and I picked up the baton for Stour Valley Steam after it failed to appear for a whole year.

Looking through back numbers of the Magazine over the years something similar has happened on at least two previous occasions. This is not a situation conducive to good communication in our organisation, so this is why Darren and I are giving plenty of notice that we intend to stand down from our roles as Editor and Typesetter after SVS 168 (the Spring 2020 edition).

Although this presents a challenge it is also an opportunity to collectively think about what is required in the future. In those far-off days of 1970 there was no social media and the written word was king. Initially, the Magazine was bi-monthly but it soon would become a quarterly "glossy" publication. Most of the time thereafter it has been supplemented by a short newsletter, aimed primarily at working members, giving snippets of information about happenings on site. The "Pilot", "Jazz Service" and the "Chappel Newsletter" all come to mind in this respect, with the ability to get information out in a shorter timescale than is possible with a printed magazine.

The name "Stour Valley Steam" reflected the early ambition to purchase the recently-abandoned section of railway between Sudbury and Long Melford which the organisation (then known as the Stour Valley Railway Preservation Society) wished to take over. As we all know, this has not come to pass and over the years there have been calls to change the title of the house magazine to something that reflects our current situation, which is managing an independent railway museum in North Essex. What do you think? If you think a change is needed, what title would you adopt? Please contact the Trustees with your proposals, and also indeed about whether you wish a printed magazine to continue at all in this electronic age. Sadly, postal costs are probably significant as the printing costs; this has already led to three issues a year being reduced to two during our tenure. The alternative would have been a substantial increase in membership fees.

There are two distinct roles in the process of producing the magazine, when we turn to the detail of the job description.

The Editor's job is primarily to obtain articles and photos, ideally from a network of contributors, to be cut, expanded and grammar-corrected as appropriate. At this point I would like to acknowledge the invaluable help I have had from Jeff Kilpatrick in this respect. Between us, we have sought to maintain the character of the individual contributors in their offerings, whilst hopefully removing as many grammatical solecisms as we can manage to spot.

The second, and crucial, step in the process is to put the completed magazine through a desktop publishing programme to ensure it is ready for the printers to work on. We currently use InDesign but other packages, as they say, are available. This is currently the responsibility of Darren Johnson as Typesetter. Following a large amount of shuffling of text, photos and other layout items in what appears to be a game of Tetris to make everything fit in the template,

PDFs need to be produced for proofing. Finally, printer ready PDFs are produced using Adobe Acrobat and then liaising with the printer (we currently use Atlas Print who have worked with the Museum since around 2007), to agree and print the final version that you see.

There has been some talk of maybe taking the magazine online only (this would allow for a significant cost saving over printing and posting), possibly with a token printed special, a tie-up with the newsletter, or perhaps a refocus to reduce the page count, or are there volunteers to carry on as is, with maybe some suggestions on how the cost can be reduced?

Either way the Trustees would like to hear your comments and suggestions, ultimately the suggestions will be put forward to the general membership at the AGM to be voted on.

If any person(s) - and we suggest that, like during our reign the workload is shared with multiple people - are interested in just what's involved with producing and publishing Stour Valley Steam, please email svs@earm.co.uk, and we can discuss. We are also offering our help and support to any new editorial team initially so that no one is thrown in at the deep end.

David Reeve (Editor), Stour Valley Steam.

Principal Officers of the Museum - Museum Trustees and Trading Directors

Position	Name and Contact
Trustees	<p>Peter Martin (Chairman) 43 Banham Drive, Sudbury, CO10 2GN, 01787 311624, peter.martin@earm.co.uk</p> <p>Mark Cornell (Retail & Trading) 24 Ashbury Drive, Marks Tey, CO6 1XW, 01206 211202, mark.cornell@earm.co.uk</p> <p>Mark Fogg Elliot (Finance) Fulle House, 39/40 East Street, Colchester, CO1 1TP, 07795 604802, treasurer@earm.co.uk</p> <p>Peter Robinson (H&S) 57 Cornflower Drive, Chelmsford, CM1 6XZ, 07885 500849, peter.robinson@earm.co.uk</p> <p>Mike Stanbury (Museum & Statutory Body Liaison and Secretary) 9 Lancer House, Butt Road, Colchester CO2 7WE, 07704 888875, mike.stanbury@earm.co.uk</p>
Finance Assistant Gift Aid	<p><i>Position Vacant</i></p> <p>Jeff Kilpatrick - jeff@bluehaze.net</p>
Trading Directors	<p>Mark Cornell (Publishing and Retail)</p> <p>Peter Robinson (Engineering)</p> <p>Mike Stanbury (Licensing and Secretary)</p>
Members' Council	<p>Nick Proud - nick.proud@earm.co.uk</p> <p>Allan Robinson - 01787 311735, allan.robinson@earm.co.uk</p> <p>Brendan Sothcott - 01279 507493, brendan.sothcott@earm.co.uk</p>

Principal Officers of the Museum - HoD and Other Positions

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Locomotive (Diesel)	<i>Position Vacant</i>
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Schools Liaison	Phil Ainsley - schools@earm.co.uk
Secretary Assistant	<i>Position Vacant</i>
Traffic Assistant	<i>Position Vacant</i>
Volunteer Co-ordinator	Martin Gibbons, volunteering@earm.co.uk

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.

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

WLADYSLAW MIRECKI

Many EARM Members will be familiar with Wladyslaw Mirecki (Waj) a local artist who runs Chappel Galleries with his wife Edna. They have advised us that his painting "Viaduct with Tank Traps Watercolour 2014" has been accepted into the collection of the National Railway Museum at York.

Waj is a member of the Museum and was part of the Manpower Services Commission Scheme in the mid-1980s. Waj was the feature or an article in Stour Valley Steam in 2006, at which time Chappel Galleries was the main sponsor of the 20th Chappel Beer Festival. We don't have space to reproduce this article in this issue, however the last paragraph sums up his story well.

"The last few months on the MSC scheme was a blur as I was holding down 2 jobs. One at the Museum and the other at the gallery. But one notable event was the 1" Chappel Beer Festival which neatly closes the circle to this brief story. Through the Museum, I met Edna, my wife and business partner. And no ordinary business either - as a painter what could be more fitting than what is now an established art gallery. Set in the beautiful Colne Valley, it is a painters dream. Combined with my love of railways and beer, I feel I am the luckiest man alive."



For details of Chappel Galleries please visit <http://www.chappelgalleries.co.uk/>

Last Call for Stour Valley Steam 167

That's it for Stour Valley Steam 167, the next issue which will be our last will be published in March 2020. Whilst at this stage we're not sure quite what we will include, we hope to make it a bit of a special, much like our first issue (SVS150) back in 2011.

We welcome submissions from all members, on any subject that you think is relevant, either Museum or railway-related. We also have a couple of articles and some photos previously submitted, we will run these next time. Let us know your thoughts on our 10 years with the magazine as well if you wish. Email us at svs@earm.co.uk

We would like to remind readers that the views expressed in this magazine are not those of the Editorial Team, nor of the Trustees.

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.



▲ 61306 passing Marks Tey with the Steam Dreams Excursion from London Liverpool Street to Dereham Mid Norfolk Railway on 4th July 2019 - Mike Stanbury.

▼ Nick Ridgway, Nick Proud, and Allan Robinson inspect Lampport as it's shunted past the Goods Shed whilst Jack Plumb assists with the shunt in September 2019 - Pete Martin.



Back Cover: Preserved 'Hastings' DEMU visited East Anglia on May 11th 2019. On the return journey it crosses the River Stour at Manningtree as 1Z78, the 16:35 Lowestoft-Hastings - G.D.King.



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