

JOURNAL OF THE EAST ANGLIAN RAILWAY MUSEUM



50 YEARS OF RAILWAY PRESERVATION





▲ Museum volunteers look on as Track Machine DR73919 passes Chappel and Wakes Colne heading towards Marks Tey on 22nd November 2020 - Tim Rice

▼ Jack Plumb and Joshua Fortescue exchange the train staff during the Santa Special event on 21st December 2020 - Alastair Holmes



STOUR VALLEY STEAM EDITORIAL

With nearly a year since the previous edition of *Stour Valley Steam* we are bringing you this one as a special roundup of what has happened with various projects at the Museum since SVS168 in Spring 2020. We were unable to bring you an edition of the magazine in the Autumn as a result of our enforced closures during the year, and with the majority of events cancelled this has necessitated a slightly different approach to the magazine this time around.

The last issue of the magazine hit the press just as the storm-clouds of the coronavirus epidemic were making themselves visible. As we all now know, just about every aspect of life has been turned upside down and there has been major disruption to the social and economic life of the country. The Museum has followed the standard pattern of events by being initially closed to the public followed by a cautious re-opening in the summer, and sadly been closed again by the second lockdown and now the third.

Many of us have struggled to know what is going on at the Museum during this time and yet significant progress is being made behind the scenes. Amongst other activities the new Running Shed is taking shape, the N7 is being prepared for a return to steam and the first stretch of the new Miniature Railway has been opened to the public.

Finally, I would like to pay tribute to all of those who have worked through some very challenging weather and times to help maintain and improve our Museum and help us prepare for better times.

David Reeve - Editor

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Front Cover:
Kevin Plumb on Frederick
during the first day of operation
on the new Miniature
Railway on 24th October
2020 - Rob West

Site Lines -

A Very Busy Year for the Estates Department.

By Tim Rice

Well, it's been almost a year since I last reviewed the work on our estate, and so this will take some effort on my part to reflect that far back and try to chronologically put it all down on paper. Actually, not so; I will have a flick back though the albums on the Chapel Photographs Facebook page. It's certainly been a busy year and a lot has been achieved around the site resulting in quite a big step forward for us.

Springtime became very busy, very quickly, for me with works happening at a pace around the refurbishment of the Platform Two Café's toilet. This job soon snowballed a bit, with a fresh interim lick of paint to the exterior of the café, new fencing along the back of the platform and the completion of the new accessible toilet. The interior of the café also saw improvements carried out by the new occupants, Amy and Ross. Although more work is on the list, this area is now back to looking smart and customer- ready.

Talking about being customer- ready, the Front Field carpark was treated to a lot of new hardstanding ground, and an improved drainage system. This will go a long way to solving the recurring issue of "Where to park all the cars?" when previously the field would simply be too wet to drive on. This will have a direct impact on our ability

► *The End Result - works completed in the VRC - Phil Ainsley*



to operate all year round without the worry of having to turn people away at the door.

And as for the door, going inside now, the Visitor Reception Centre has received a thorough refresh with new carpet, freshly painted walls, doors and trims, new lighting and a slight remodelling of the layout to make better use of the space. Much of this work was carried out by Neil and Stacey, with me helping out with power and some carpentry. I thank them for their hard work in improving the area.

We continued to work through the summer to support Allan in preparing the ground for the Running Shed floor and making modifications to the Museum's main water supply. An opportunity was seen to make a major change to how our water is currently metered and distributed around the site by making use of this new building. Additional ducting and access chambers have been installed around the shed ready to receive water pipes. This will enable us to create a "manifold" for water distribution within the Shed giving much-

improved access and removing the unsightly birds-nest of blue pipe, insulation, taps and meters that flail around behind Platform Two. Much of the hard work that has gone into this job has come from Brian Sermons and Peter Martin; I think we will all be very pleased to see the last bit of blue pipe being buried underground. This will go a long way to tidying up the "services" area between the Footbridge and our mainline. More work in this location is planned in the medium term to make future improvements to the electrical arrangements, with the goal being to have most, if not all, of these services hidden from the public's view.



▲ *Dan Stevens undertaking some works repairing a manhole cover behind Platform 2 on 31st May 2020 - Tim Rice*

Elsewhere within the vicinity of the main line, Dan Stevens volunteered to replace several of the life- expired/ non-existent manhole covers with new, cast iron, suitably rated covers. This has gone a long way to improving the aesthetics of the area, as well as the safety of walking along the track for operating purposes. Little details like these often are simply unseen as they tend to blend into the view that so many of us don't see, week-in week-out, and it is only when small jobs like this are

done that we realise just how much of an improvement it can make to the area. Well done Dan!

Looking forward, tasks yet to be completed in this location are the installation of the buffer stops for the Running Shed, pathways and re-levelling of the general area to suit the new fixtures. All of these tasks continue to make use of our resident digger which has now just ticked over 200 hours service since arriving in 2018.

With so much earth-moving happening, we have taken the opportunity to gradually bury the old Mini-rail Station adjacent to the pub. This place in time will house a pub garden flowing into one of the entrances of the yet-to-be-built Exhibition Shed. Some preliminary thought has been given to how this garden may look, possibly incorporating a railway vehicle body.



◀ *Bob Guest running the dumper during Running Shed ground works - Tim Rice*

Much thought and talk has taken and is taking place to look to the further development of the site encompassing the planned Exhibition Shed and the work required to provide the infrastructure to support this new development. Some existing CAD software concept drawings continue to be developed to aid a visual representation of what we can expect to see in the years ahead with these significant developments. It is hoped that these will begin to be shared and displayed throughout the coming year.

With the year coming to a close, and the certainty of foul weather, the call to arms came out once again to do battle with our permanent way; this time it was the Platform Two line and South Headshunt and it was led by Peter Robinson. I was pleased to be able to make good use of our machines on this project digging out a 60ft section of track bed once having had the digger craned into the work site. I must admit this did lead to ideas of road-rail attachments, but no need to panic, I've since come back into reality! The work carried out on this project was simply staggering and has certainly demonstrated what we as an organisation are capable of achieving.

I'm very pleased to be bringing the MR2 project to a close, certainly from an Estates point of view, and handing it over to Rob West, with just some final fencing and landscaping to be done.

All in all, it's been an incredibly busy year, with a heck of a lot done and doing. And all managed whilst we navigated through a global pandemic.

The pace keeps on, with plenty planned around the site for 2021. My thanks as always go out to all that have taken part on any and every level. The site continues to grow and improve no end.

► Rob West demonstrates full Station Master's uniform on the veranda of the new Miniature Railway signalbox.
- Tim Rice



Team Wednesday -

Our regular update from everything Wednesday at the Museum

By Tony Foster and Gordon Humphris

About two-thirds of the Team Wednesday group have not been at Chappel since last March. Gordon Humphris has been leading a small group of TW people during most of this time; from his reports we know that they painted the exterior of the MiniRail signal box, and also repurposed a small flight of steps that are now used to gain entrance to the MiniRail signal box. They also finished fitting out the MiniRail station, including fabricating and fixing a number of decorative panels to it (à la Ongar station) in the Waiting Room. The rooms have been painted, the doors have been made weatherproof and carpet tiles were laid. The MiniRail Station was handed over to the MiniRail Team in May.



▲ The repurposed steps now painted, and in use on the Miniature Railway signal box on 14th October 2020 - Gordon Humphris

The damage caused by a leaking roof in the office used by the Operations Manager, in the Thompson Building, has been rectified: it was stripped and renovated by Norman Tennant, Phil Leggett and Keith Tomlinson, and was handed back to Operations in December, prior to Lockdown 3.

Another Team Wednesday stalwart, Ian Bates, has completed a number of painting jobs under the supervision of Allan Robinson. These include: painting platform baggage trollies, MiniRail station canopy supports, making small repairs to and painting sections of the shops and the 'war memorial'. Other painting tasks include the Railway Clearing House door, and the railings at the rear of Platform Three. A start has also been made on the Platform Three cast-iron urinal.



Finally, we hope to see more of our senior members return after the vaccinations take hold and restrictions are lifted again.

◀ The Miniature Railway canopy supports, as seen here during the operating day on 22nd October 2020 - Gordon Humphris

Membership Matters -

By Darren Johnson & Linda Robinson

The Trustees wish to extend a warm welcome to the following persons who have become members of the Museum since the last Magazine was published:

Harry Foulkes, Adrian Johnson, Scott Kellaway, Iain McCall, Andrew Payne, Will Rigby. We also welcome Elliot Robertson back as a returning member.

We are saddened to report the deaths of members John Earle, Peter Lyes, Jean Richards and Malcolm Salmon, as well as two former employees, Frank Bigg and David Wenden. Best wishes to all those members who are recovering from surgery or who are otherwise unwell.

We are pleased to report the birth of Finnley on 29th September 2020, son of Michael and Rosie Wade who both previously worked at the Museum in the Visitor Reception Centre.

In the last few months efforts have been made to ensure that we have a valid email address for as many members as possible. We are trying to move member communication, apart from Stour Valley Steam, over to electronic communication to save money on postage as well as the use of paper. Postage costs continue to increase and this is money which would be better spent on restoration of Museum exhibits. In the coming months we intend to offer the ability to renew membership via the website, we also hope to offer improvements to member communications through an updated Members' Website. Thanks to those who responded to our request with the AGM notices for email addresses, if you wish to provide or update your email address with us, please email membership@earm.co.uk.

In order to assist with this, a number of the January 2021 renewals were sent via email, if your membership expired at the end of 2020 and you didn't receive a renewal, please email us.

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



If you need to contact us regarding Membership Queries, please contact us via email.

At the moment due to Government enforced restrictions there may be some delay in processing and replying to postal mail, we apologise for any issues, if there are any outstanding issues, please contact us by email where possible.

Words from the Works -

By Allan Robinson

Over the past year very little has been done in the workshop due to the ongoing Coronavirus situation. This has resulted in poor attendance of volunteers and the lack of income has resulted in lots of work being put on hold. However, as a result of this, good progress has been made on the Running Shed as we already had a lot of materials in stock. The Shed's roof is now 95% complete, with just a bit of tidying up to do. The concrete walkways are laid and just require painting, The west side is now fitted with the windows and just requires a small amount of work to complete the stud-work. The cladding can then be fitted.

Whilst building the Shed the opportunity has been taken to sort out the mass of water supply pipe-work into a better system; this will help with the annual freezing problem and also remove the present eyesore. Also, a new fence has been installed along the running line; this is a black recycled plastic picket fence which was manufactured by Team Wednesday. This should require no maintenance and be long-lasting.

Unfortunately, due the bad weather work on many projects has been slower than we would have hoped for. However, the Hi-Bar wagon is nearing completion; the floor will be fitted later when finance allows. Once its painting is finished, the Toad brake van will replace it in the shed to have the wooden bodywork refurbished.

At present the main tasks in the Engineering Dept. are the re-tubing of No.54 ("Thomas") and repair work to the bodies of our Mk1 coaches, where internal rust has taken its toll on their structure.



Finally, the overhaul of Lampport has been put on hold. However a new fire-box has been ordered and this should be with us this year.

◀ Allan undertaking some concreting works in the Running Shed on 26th September 2020 - Peter Robinson

Permanent Way Works in 2020 -

Writing on behalf of Andrew Cullum, who due to COVID unfortunately has not been able to take part as much as he would have liked.

By Peter Robinson

Arguably the most important part of a railway, our track infrastructure does on occasion require heavy maintenance. Despite the obvious impact of Coronavirus on the Museum's ability to open, this has in some respects allowed for a substantial amount of renewals work to be undertaken, in particular sleeper changing. This type of work always requires plenty of volunteers and it has been fantastic to see the turnout this year.



Most of our tracks and sleepers were second-hand when originally acquired following their replacement on the national network, so we have definitely had our money's worth out of them. As such, it was time to buy some more sleepers and Pete Martin got on the case. There was a rush to get them delivered due to an upcoming branch blockade and as a result two orders ended up getting delivered, around 200 sleepers altogether. It was a good job too, looking at the depleted pile left at the end of December shows they were all needed!

In terms of major works, the year started off in soggy form in February during Storm Ciara when a sizeable gang took advantage of a Network Rail possession of the branch to plain-line a damaged switch in New Viaduct

Siding and replace around 20 rotten sleepers. Having Network Rail as a close neighbour means that opportunities to work near the branch are limited and need to be taken advantage of, whatever the weather.

[See photo in SVS 168 Spring 2020 Page 17]

Then of course, COVID arrived, and other than some routine inspection work, most activities on site had stopped. The inspections did highlight that quite a lot of sleepers needed changing on our mainline before we could begin running trains again.

With that in mind, teams set to work throughout August, changing another 35 sleepers and bearers between the Level Crossing and South stops. Our resident track training group also assisted, changing another 20 sleepers in various locations.

There was then an opportunity to catch our breath whilst in the late summer train operations commenced, allowing us to restore some badly needed funds. A brief interlude at the beginning of October saw around 200ft of track constructed into the new Running Shed to introduce some badly needed siding space. I've begun to notice a pattern that when doing track work the weather is either too hot (August) or too wet (February & October)!

► Rob West looks on whilst Michael Sanders supervises some work on the track in Platform 2 on 22nd November 2020 - Phil Ainsley

The Running Shed was the first experience with flat-bottom rail for many of us and allowed quite a lot of previously-stored material to be put into use.

And then finally- the big event of the year – the Platform 2 re-sleeping. Network Rail had closed the branch for four days in November to replace bridge timbers at Pitmire Viaduct and the chance had to be seized to carry out some badly needed work. It is unlikely that the track here has seen any major work since it was re-laid in the 1980s. Fortunately, the weather was kinder this time around and a monumental effort from 32 volunteers saw 75 sleepers changed. There was some fantastic teamwork on show and all works were undertaken safely, leaving a fully-operational line when complete.



So what's in store for 2021? Well, our track still needs some attention! There is always the ongoing maintenance, such as weed removal and repacking the ballast around the sleepers. In terms of larger items of work, whilst this past year has rightly concentrated on our public running lines, the next major items of work will include relaying parts of the yard apron and timber changes in the sidings.

Track work can be hard work but develops great teamwork skills and just standing back at the end of a day and seeing the difference is extremely rewarding. Look out for more organised work parties this year, both in the Museum WhatsApp group, and from the volunteering mailing list. For more information, please contact the Head of Permanent Way, Andrew Cullum.



◀ The EARM's "Orange Army" working on the Platform 2 resleeping on 14th November 2020 - Phil Ainsley

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

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 Ainsley via news@earm.co.uk.

Phil has now expanded this to a web-based Blog, which can be found via any device via: <http://earmnewsletter.blogspot.com>, this requires no additional logins or apps to view.

PLATFORM TWO CAFÉ

Members are reminded that the Platform Two café offer discounts: working volunteers get 25% off, and visiting volunteers can get 10% off, on production of their current membership card. More details about the café (and the many tempting foodstuffs), can be found in their article on Page 20.

MEMBERS WEBSITE

Members are reminded that the Members Area of the website contains all recent issues of Stour Valley Steam as PDF files, and the EARM Photographic Index, amongst other Museum-related information.

Due to issues with the previous webhost the full site was lost, however at the moment a basic directory now exists, in the future efforts will be made to expand this. It can be found at <http://members.earm.co.uk>

CHANGE OF CONTACT DETAILS

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

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

MUSEUM ON THE INTERWEBS

As well as the Magazine and Newsletter, the Museum, like most organisations these days, has a presence on social media. The Museum has its own Facebook page, which is regularly updated. There are also separate Facebook groups, such as the Chappel Photographs Group and the Chappel MPD Unofficial.

Postings can also be found on Twitter & Instagram. Use [earailwaymuseum](#) for all three searches.

Flickr is a source of photographs and can be accessed at www.flickr.com. Search for "East Anglian Railway Museum" for many photographs.

Please see <http://members.earm.co.uk> for a full list of links for the different groups, sites, and details of Members' mailings.

GRANT SUGGESTIONS NEEDED

Due to the Covid Pandemic the Museum has been shut for the majority of 2020 with very little income, the Trustees are looking into obtaining grants for the Museum. Other Heritage Railways have been successful with this.

If you have any experience of finding and applying for Grants or know how other Heritage railways have been successful and are willing to help the Museum, please speak to Martin Gibbons (Volunteer Co-ordinator) volunteering@earm.co.uk.

ANNUAL GENERAL MEETING

The Annual General Meeting for the EARM Group of Companies was held on Saturday 9th January 2021, this took place using "Zoom", a teleconferencing facility, an essential method for meeting in a socially distanced way.

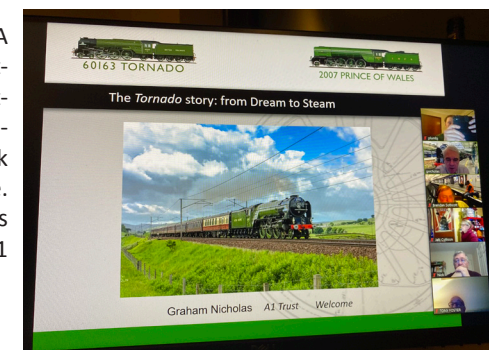
The Trustees provided an update on Finance, Restoration Projects and Retail amongst other items, a full report of the AGM can be found on the Chappel Newsletter Blogspot site at <http://earmnewsletter.blogspot.com>.

Volunteers Talk from the A1 Steam Locomotive Trust -

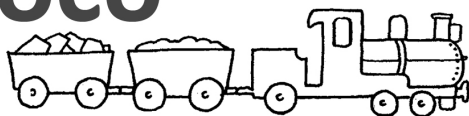
By Jack Plumb

As a replacement for the usual volunteers Christmas outing, which was on hold due to the current restrictions, a virtual talk was organised from the A1 Steam Locomotive Trust on 9th January.

This consisted of an hour's talk, plus a Q&A session from the Trust's Graham Nicholas. Attendees were presented with a very interesting talk which covered the building and operation of A1 Tornado as well as the current work to build both a replica P2 and V4 locomotive. It is hoped that a more normal volunteer's visit can be arranged towards the end of 2021 - ideas on a postcard please!



Pete Martin's Plumb Loco



Much water has flowed under the bridge of time since the last compilation of SVS, and as we are only too aware, there have been one or two situations that have deflected from normality over the past few months. It goes without saying that we have all been touched in one way or another. And to dwell on the subject through the auspices of this prestigious publication would only detract from the real message to stay safe and well, and to be reassured that the Museum, despite all, is alive and kicking.

In the ensuing Covid chaos, our marketing was reduced to an 'in house' affair following the departure of Catherine Harrison and Anne Brown; both of whom we wish them every success in their new ventures. Sadly, like all venues, our events calendar was thrown in the bin, and we are indebted to others who have risen to provide a limited Covid -friendly continuation with a successful series of open days providing something to entertain and engage our visitors when we were still in Tier 2. This was extended to the reduced Christmas-themed events which were successful in many respects, and provided a welcome - but much reduced income in comparison to the Thomas / Santa combo we usually field. As time goes by, there will be many reviews of the financial impact for the Trustees to consider, and we

► *The Running Shed, with DRB visible, takes shape in January 2021 - Pete Martin*

welcome your continued donations to ensure our sustainability and continuation of 'oven ready' projects - to quote a recent Government Brexit driven phrase.

We are fortunate that we are not solely reliant on a 'bums on seats' market like other larger heritage lines, as we have so much to offer with other things. Whilst there has been a thumping loss of income, we continue to hold our head above water with numerous donations and bequests from various sources - both internally and externally, retention grants from local authorities, and rebates from other bodies. All of which adds up to our ability to continue - albeit in a reduced capacity - with some of the existing 'oven ready' projects with parts already bought and paid for prior to the original lockdown 1 in March last year.

Unlike Crossrail, perhaps we can see more of a light at the end of our tunnel with the new Running Shed facility, where the lockdown closure to the public enabled specific works to be undertaken in isolation. Without hin-



drance to or from operating days, we are indebted to those who chose to continue with the construction - which had already been started. The roof is 95% completed, whilst exterior timber cladding and the reconstituted Victorian window frames are in process of being fitted to the West side of the shed in company with rerouted underground water supplies, which will eliminate the annual freeze- up risks. The upgraded trackwork on the alignment of No 1 siding has been reinstated, and the shed is currently home to the iconic DRB which became a feature of our local railway in the 1960s. Hopefully it will emerge for a public debut - whenever that maybe!

The planned new Exhibition Hall also features with submission of revised drawings and updates to Colchester Borough Council, which are being considered as I write, although some site clearance and investigations have taken place in preparation for the foundation works.

Whilst some projects are running on a reduced status due to the current situation, the efforts of the Team are acknowledged with progress on those specific projects that have been accomplished, where we see the re-sited Miniature Railway up and running with a re-invigorated popularity when we have been open, and is a credit to those involved.

A massive socially- distanced hit on the track in Platform 2 was performed over 2 November weekends in conjunction with a Network Rail Sudbury branch closure, and saw the replacement of 70+ sleepers, where the woodworm in them had given up all hope of hanging on, as there was no wood left to hang on to! We must pay tribute to all the gang who took part in this mammoth project headed up by Peter Robinson, and I must say that it was a heart-warming scene emulating the early days where everything was Chappel, and people just got on with the job. Brilliant!



The DMU trailer (above) has had a cosmetic repair to many bits of the flooring and internal panelling, and re-emerged refreshed in BR blue for the limited offering of festive trains in December.

Unfortunately it didn't last long as it failed with an engine fault, which was traced to detritus in an operating valve, and duly repaired. However, it was commented that replacement parts for these ancient diesel units must be getting difficult to find, but this was countered by the statement that, although it is true that parts are becoming rare, so are the people who know how to mend them in the first place! Food for thought on that one. The N7 chassis is in the space vacated by the DRB in the Resto shed for further work. The boiler is under evaluation, and is most likely to be an expensive job, and is possible it could be in excess of the existing ring-fenced fund of £180,000.

The Hi-bar, or Tarpaulin wagon (below) has seen much work to the point of final painting and assembly. A floor will be fitted later when finances allow, and its space in the shed will be taken by the GW Toad brake van, which is suffering from age- related degeneration of



its external timber planking and is looking a little sad. Any donations towards replacement timber are welcomed. £500 has been quoted.

We recently made arrangements to take Lamport's inner firebox (right) to Norfolk as a pattern for the replacement, but is on hold due to the local van hire company going into lockdown isolation. Quotations have been received and agreed for the new bare box of £11,500.



No.54, or Thomas is undergoing the equivalent of colonic irrigation with the replacement of defective boiler tubes - again - for which any donations would be appreciated. Quoted cost is £4,500. Replacement of the tubes comes at a time when there are no planned Thomas events, at least until later in the year, so hopefully the new tubes and a 10- year internal examination will set the loco up for when we can run again.

The ORR recently highlighted that the condition of Mk1 coaches was becoming a problem in general preservation, where another railway nearly lost a customer through the floor



of one running in service. Many railways show fantastic shiny locomotives, whilst the all-important punters pay to ride in a slightly less than shiny vintage ex- BR Mk1. Whilst any loco is a major asset to

◀ Brendan Sothcott welding the ends of the Mk 1 coach - Pete Martin

any railway, the coaches are equally as much of an asset, but they often play second fiddle. It is a challenge in many cases, where some railways are blessed with the ability to shove their toys away into a shed at night after service; others have to leave them where they are, stabled in the open.

Our bread and butter Mk 1 ex BR coaches- albeit only three- were purchased many years ago. We had the pick of the bunch at the time, when they were being replaced with Mk 2 and Mk 3 coaches. Ours weren't long out of overhaul or repair, but over the years they have deteriorated, and like most items bought

for preservation, you inherit someone else's throw away - warts an' all. The more you look, the more you find. So, with shed space available, and little likelihood of usage at present, we are now undertaking those repairs necessary to ensure the integrity of what we run.

The Platform 2 Catering has recently celebrated local accolades and awards for best outside attraction takeaways, and congratulations are due to Amy and Ross for their successes. The charizo sausage rolls are gorgeous, and they have many other gastronomic delights to take your mind off the current situations. My only recent gourmet offering at home was a uniquely smoked pizza. It was then discovered that perhaps I should have removed the cardboard under-tray before putting it in the oven. Fortunately it wasn't one of the polystyrene ones!

So, thank you for all your continuing support in moving forward to a time when the bubbles and tiers disappear and Scotch eggs re-emerge with a pint, but above all, stay safe and hope you had as good a Christmas as possible, and would look forward to a slightly less traumatic New Year.....



▲ Liz Larvor supervising Michael Sanders whilst he works on the N7 on 21st September 2020 - Peter Robinson

◀ Dan Stevens driver training on Frederick on the new Miniature Railway, Summer 2020 - Tim Rice

▼ Josh Fortescue driving Frederick on the new Miniature Railway in 2020 - Tim Rice





▲ Jack Plumb with the N7 Frame in the Running Shed on 29th November 2020 - Michael Sanders

▼ Greater Anglia Class 755332 unit passes the Museum's 04 in the North Headshunt on 5th September 2020 - Alastair Holmes



▲ Harry Brooks, Nick Proud and Jack Cavie lay the track outside the Running Shed, whilst Allan Robinson looks on from his ladder on 28th November 2020 - Jack Plumb

▼ Rob Varletta on the Rail Crane during the N7 Boiler Lift on 27th December 2020 - Michael Sanders





▲ Jack Plumb celebrates winning the Golden Shovel on 22nd Nov 2019 - Michael Sanders
From the Archives, a 21 year old Mark Cornell sweeps out the newly- arrived DMU Vehicle
M54491 in the early 1990s - Mark Honeywood ▲

▼ Rob West at Sunset on the New Miniature Railway on 20th December 2020 - Niall
Thorogood
Allan Robinson hard at work whilst Phil Hubert takes a rest on 22nd November 2020 -
Phil Ainsley ▼



The EARM Department of Model Railways -

By Gordon Humphris

Well, here we are just into a New Year and as a model railway club we were hoping to get back to Tier 2 working at the very least! 2020 was a difficult year for all concerned; for some it meant a scaled- down attendance at the EARM, for others no attendance at all since early March when restrictions at Museum and personal levels hit home. After initiating an attendance rota, and splitting into small groups, there was some normality for a few months, until early December. We did see progress on several projects within the confines of our accommodation within the Thompson Building. Such was the foresight of the club at the planning stage when we first moved in 4 years ago that by splitting the areas up by scale and groups isolation and social distancing have been made easy to administer during this crisis. Who would have thought!

Every model railway event from April till this coming spring has been cancelled including both of the shows at the EARM. So for club members it has been a year without the influences of the outside world on our hobby. We have been lucky that several organisations have put on virtual events which have given us a chance to be inspired! Work has gone on; a bonus for the Club has been the roof repairs which have meant that we no longer have a pond in the corridor and storeroom. Our thanks go to the Trustees and Estates HOD Tim Rice for authorising the expense of the repairs and to our own Bob French for organising the roofer. On the modelling front, several projects have progressed significantly. In the Exhibition room, the Halstead layout has received a huge amount of attention with new track work enabling bi-directional travel

and much work on the scenic side which will have the visiting public enthralled. Once we are again open of course!

The main layout room has also had its layouts worked on and we have received some donations which will give members plenty to get going on with in three major scales. The 0 Gauge room layout has been progressing well; suffice it to say that on the next club open day, we will be able to demonstrate two running lines and no end of locomotives and rolling stock. It is hoped that sometime in the future we will be able to operate a full programme.

The Club remains optimistic and we take the opportunity to wish everyone a Happy New Year and hope for a return to modelling at the Clubrooms in 2021.



▲ The "Chappel High Road" shops which have been added to the O Gauge Layout in 2020

Platform 2 Café -

By Amy Rogers

Hello and for those who don't know us, we are Ross & Amy, business partners and owners of a local event catering company, Stour Valley Catering as mentioned in the Spring 2020 issue of the journal.

We have been at the Museum working at weddings, events and general café work over the years, and last July were asked if we would be interested in taking over the management of Platform Two Café, just before the Museum was reopening after lockdown. We had a very busy week with refurbishing the café getting it ready for the opening on 17th July, but we made it, and hope you like the changes we have made so far. These included installing new flooring and a new counter.

During August we took part in the Government's Eat Out To Help Out Scheme and success. Even though the Museum was closed, we had such a great turnout. Following the Government's scheme, the Essex County Standard ran a competition to find 'The Best Eat Out To Help Out' establishment in Essex; we were crowned the winners and you can see our banner on our patio.

October 2020 saw the return on our Sunday Lunches, but we only managed to run one of the two planned for 2020 due to lockdown restrictions coming in. These will be returning in 2021 when we are able to safely host the lunches again. Bookings will be essential and there will be limited availability.

Keep your eyes on our social media pages and website www.platformtwocafe.com for all the information. Social media - [@StourValleyCatering](https://www.instagram.com/StourValleyCatering) or [@PlatformTwoCafe](https://www.instagram.com/PlatformTwoCafe).



When the dates are confirmed these will also be posted on EARM's website and social media pages too so make sure you 'like' or follow the pages for all of the info.

We have had to adapt with the various restrictions in place to make this safe for you, our other customers and our staff. For those who haven't visited us as yet, we have a lovely patio area with plenty of seating outdoors from when the sun shines! as well as 8 tables available inside our vintage dining carriage too. There are 16 tables however with social distancing currently, we are limiting this to 8 tables for your safety and ours, however, for larger groups/families and bubbles – they of course can spread to the table opposite. We now also have another dining carriage which offers an additional 4 tables (there would usually be 8 tables however with social distancing we have closed off the opposite tables).

We have created a 'Ready Meal Menu' which offers a selection of homemade meals, meaning the shopping, preparing and cooking is already done for you – you simply just have to reheat the dinner when you're ready to eat it. We provide simple instructions too.

We have a standard menu which we run each week with dishes such as quiche, soup, jacket potatoes, sandwiches and paninis, lots of homemade cakes and sweet treats as well as a couple



of specials each week too. There are some slight menu changes during lockdown but our full menu as well as our 'Ready Meal Menu' can be found on our website.

Weekly we mix up our cake selection, bringing you an ever changing sweet treat menu. We have so many family favourite recipes we cannot wait to make for you. Also, each week we will have different flavoured chocolate brownies available too. So far we have made cookie dough, chocolate orange, rolo, double chocolate, gluten free and more! Our brownie is proving very popular. We also have available lots of traditional favourites such as bread pudding, cherry or fruit scones with clotted cream and strawberry jam, as well as some savoury alternatives too – we have offered so far - cheese, spinach and nutmeg scones and also stilton and walnut scones too, both served with cream cheese and chutney. Recently we have added Apple and Cinnamon scones as well as Tomato and Basil scones to the menu too.

We have a new coffee machine, meaning we can offer speciality coffees like cappuccino, latte, espresso, flat white and more. We also have a lovely selection of flavoured teas as well as decaffeinated options too. We are still running the 'hot drink' loyalty cards from the previous management so make sure you bring your loyalty card along so we can stamp your card every time you buy a hot drink from us. Remember, those stamps add up to a free hot drink so keep it in your purse, just in case you are passing.

We are looking to schedule some pop up restaurants on our carriage. This would be a variety of things such as afternoon teas, restaurant evenings and maybe some themed nights too. All details will be on our social media, website and EARM socials too when events are planned.

We want to show our carriage off and know it is a great setting for family events, baby showers, birthday celebrations, intimate weddings and other occasions. If you are looking to host a gathering/get together, please get in touch with us and we would love to discuss your ideas further. Visit our website www.platformtwocafe.com or Facebook and get in touch.

Peter Lyes - Obituary

By Pete Martin

Peter passed away in late 2019 but unfortunately this news did not reach us in time for the Spring 2020 edition of *Stour Valley Steam*. Although Peter may not have been known to many more recent members, and his associations at Chappel were limited, he retained much interest in the Museum and visited us several times over the years.

He was a keen supporter of many railway-orientated subjects, including ourselves. I don't know much of his past history other than he was a driver at Colchester in BR days, and I occasionally saw him at Ilford when I used to work there. From recollection, he was one of the 'old school' characters that the railway bred, and his exploits and knowledge of that industry which was once taken for granted, are now so often lost in time.

I would imagine his colleague Phil Ward, who was an accomplished diesel technician at Colchester Depot, would have been devastated by the news. Peter had developed an affinity with him over the years, and was involved with some of the locos he was preserving. This included the "08" shunter, which was once at Chappel. We offer our condolences, albeit belated, to all his friends and family, especially his sister Suzanne.

Frank Bigg - Obituary

By Darren Johnson



Frank was the Museum's cleaner during the 2000s until around 2009 where he retired due to poor health. Previously, he had worked as a postman in Sudbury and later in the Post Office in Sudbury town centre, he took early retirement when a new computer system was installed that he knew he would struggle to learn. He often enjoyed talking about his time with them, when he would sit in the small café in the Visitor Reception eating a Danish pastry and having a cup of tea. He enjoyed his visits to the Eight Bells in Bures for lunch, and he would often tell us in great detail about his lunch plans for the week! He certainly made the afternoons he visited more enjoyable for the reception staff at the time.

Frank also used to like his walking and often led the sponsored walks on behalf of the then Sudbury Rail Users Group in the 1990s. He was also involved with the Roman Catholic Church, and after he left the Museum he used to go to Newcastle to lead walks there for a Church group. After retiring he would help with the Suffolk Befriending Scheme, where on a Thursday he would take the lunch orders for those visiting, an appropriate task for Frank to undertake!

In recent years, he lived at Playford Court sheltered accommodation in Sudbury, where I used to visit him from time to time, often to hand him his copy of Stour Valley Steam. His last weeks, however, were spent in a nursing home in Hadleigh, Suffolk, where he died at the age of 77, in April 2020.

Frank's funeral was on the 5th May 2020 at 4.30pm in Cambridge. However, due to the Covid restrictions at the time limiting numbers, only immediate family were able to attend.

Judy King - Obituary

By Linda Robinson

Judy joined as an associate member after her husband Dave participated in one of our "Railway Experience Days", in the early 2000s.

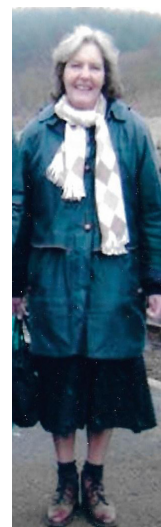
When Dave came along to the Museum training to be a driver on the steam engines, Judy came too, firstly helping to clean the coaches and then to help with the catering in the building which is now the "Thomas Shop". She became part of the catering team, on various event days along with Dennis Manchee, Julia and Saskia Proud and myself. Although the work was relentless, we had time for many laughs along the way, often at the expense of some of our less "kindly" customers. And as long as her favourite "cuppa" was available along with a piece of cake she would work for hours.

For all the time that I knew Judy she never had very good health, but she still came to the Museum trying to do her bit, saying afterwards that she was glad that she had made the effort, because it took her out of herself.

Our condolences go to her husband Dave, daughter Tanya and son Iain, not forgetting her beloved grandsons and son-in-law and "Brambles" the dog.

Jean Richards - Obituary

By David Reeve



Jean and her late husband Cliff joined the Museum in 1995. They were both very fond of travelling and I think they came to us via some coach trips the Museum used to run in those days, mostly to heritage sites including steam railways. Subsequently, they often helped out at the former Colchester Branch's Curio Coach sales outlet on Platform Two.

Cliff died suddenly in December 2000, but Jean continued to be a Museum member in her own right. Her interests mainly centred around Colchester-based activities. She provided the refreshments for many years at the Colchester Railway Group meetings and continued to help out at the Curio Coach until we had to give this up because of staff shortages. Jean was always a regular helper at the annual Colchester Model Railway Exhibition, where we have traditionally had a publicity and fundraising stall on behalf of the Museum.

Many of you will know that she became a close friend of mine and she often came over to the Museum on event days, when we would help out with various jobs around the site. Elsewhere, we often went on bus and train trips.

In the last couple of years or so, Jean suffered some health problems, and these were probably not helped by the pandemic, when she was asked to shield. As someone who liked to travel about and eat in cafés, this probably came quite hard to her.

Following a fall at home on 11th November, Jean passed away at Colchester General Hospital on Sunday 15th November, ultimately from a heart condition. Her funeral was held at Colchester Crematorium on Friday, 11th December, which was attended by members of her immediate family and a small group of her friends, numbers being limited by Government guidelines.

John Earle - Obituary

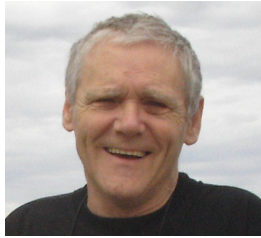
By Pete Martin

During correspondence with remaining members of our once prolific network of supporting branches in April last year, we learned of the passing of John Earle who was a member of the North London Branch for some years. A regular attender at Chappel in its early days through to the mid 1980s due to a change in life styles, he retained his interests in the background. He was one of those characters the railway used to breed, and was always a cheery, happy go lucky soul.

Being an ex-BR steam loco fireman based at Hornsey in the 1950s until the end of steam, he then worked for the Royal Mail in company with many others who left British Railways at the end of steam and related many stories of days gone by.

John is survived by his widow Kath, to whom we offered our condolences at the time of notification.

Malcolm Salmon - Obituary



We regret to report the death of Malcolm Salmon, who was the former Head of Signalling and Telegraph at the Museum between approximately 1998 and 2001. However, he continued to play an active part in the S&T set-up, after stepping down from this role.

Malcolm was born in Romford, but subsequently the family moved to Chelmsford. On leaving school he worked for Marconi's and subsequently Post Office Telephones. He married his wife Vivienne in 1965. A varied career saw him move to Stafford where he became an instructor in the Post Office Telephones college at Stone. While he was there, he became greatly involved with the setting up and running of Hospital Radio Stafford.

He returned to Essex, initially working for Marconi Mobile Radio. He set up his own company, Samair Systems in 1978 which he ran until his retirement in 2009. He was a skilled signaller and was often to be seen at Open Days at the Museum, on duty in the North Box.

Malcolm died on 22nd May 2020, aged 76. He leaves his wife Vivienne, two daughters Pam and Tracy, six grandchildren and two great-grandchildren. The Museum sends condolences and best wishes to them all.



▲ John Smith, Malcolm Salmon and David Wood during an event day (date unknown) Museum Photographic Archive

David Wenden - Obituary

We regret to announce the death of David Wenden on January 6th, who worked in the Visitor Reception Centre for approximately two years from 2011, until health problems caused him to give up the job.

David's background was in teaching, latterly at Holmwood House School, Lexden and the Littlegarth School, near Colchester. His passion, however, was drama and he was a key member of the Orpen Players in West Bergholt, where he was a director, performer and playwright. He also ran his own drama Summer School.

On at least one memorable occasion, he was able to turn these talents to the Museum's advantage when he played a key role, as Captain Mainwaring, in the 2013 Dad's Army event at Chappel.

We offer our condolences at this sad time to his wife Chrissie, and also to his daughters Lauren and Francesca and their families. He will also be greatly missed by his wide circle of friends.



Volunteer News

By Martin Gibbons

As part of your Museum membership you can volunteer to help and keep the Museum operating and moving forward. All you need to do is email volunteering@earm.co.uk and your email address will be added to the list of volunteers that receive the email updates to let you know what we are doing and how you can help. There is no obligation; any time you can give would be great, from a spare day or morning to becoming a member of one of our weekly teams.

As you will see elsewhere in this Magazine, much work has been achieved on site, even during this era of lockdowns and restrictions. One of the most notable projects that has been achieved over the last year has been the major replacement of the trackwork in Platform Two. The first phase of the new MiniRail line has now been cleared for operation.

If, as we all hope, life will return to some sort of normality later in the year, there will be a continuing need for all the usual tasks associated with operating a Museum and railway.

We urgently require volunteers to take on some of the following roles, many can be done from your own home so if you have a computer and can help us please let me know: Fundraising, including applying for grants, Administration, Event Planning and Running (When Covid Allows), Running the car park on Event Days and checking tickets, Marketing, Site Maintenance

There are always maintenance jobs both large and small around the site such as repairing roofs and doors and the never-ending list of painting! Also the weeds have not been affected by the pandemic so if your own gardens are now looking immaculate can you spare us some time to maintain the Museum's Gardens?

If you are able to help with any of these tasks or would like to volunteer in any other area please let me know via email volunteering@earm.co.uk or on 07927 029800, so I can put you in contact with the relevant Head of Department, to discuss further and to arrange site access.

► Early SVRPS member Derek Fox visits the Museum on 21st August 2020 and chats with Pete Martin.

Derek also sends us this message "It is a lovely magazine, an email would not be the same - you cannot replace a magazine."

We thank Derek, and all those who have sent kind words about the magazine, we were pleased to see acceptance of the reduced content and pages, which has allowed us to continue producing *Stour Valley Steam* in a more viable format.



Chappel Miniature Railway -

By Rob West

The new railway finally opened its doors towards the end of 2020, running as part of Halloween half-term week and the three weekends in December. We ran with two-coach trains for Halloween week, but for Christmas we had two extra coaches on loan from Barnard's Miniature Railway at West Horndon, allowing us to run a four-coach train to better satisfy customer demand. Both of our stalwart engines, steam loco Frederick and electric loco Ricardo, were pressed into service on the opening day, after which Frederick performed most of the work, while Ricardo stepped in to take one-coach trains when needed.

The depot is named Starston Works, and this houses all the rolling stock, the coaches being cleverly stabled under a set of workbenches to save space. Our first MR2 station was christened Thompson Green, due to its proximity to the Thompson Centre and children's playground, and has been finished in Great Eastern Railway house colours with appropriate signage. It features a waiting room with replica GER fireplace, a ticket office, a signal box (not yet in use), and a level crossing. The station and depot are connected by a 1 in 50 gradient running behind the Thompson Centre. No-one could fail to hear Frederick blasting up this incline with a fully-laden four-coach train!



▲ The Station Building Waiting Area for the new Miniature Railway Station - Rob West

When time and resources permit, this impressive first section of the new miniature railway will be further developed and expanded. The station shall receive a canopy over the two platforms; with a few GER-pattern semaphore signals to control the movement of trains. Some

colour-light signals will appear at the depot, and all the points for the passenger line shall be controlled from the signal box. Plans are also in hand to extend the running line towards a second station, which would permit more than one train to run on Event Days.

◀ Ryan Gant on Ricardo outside the new MiniRail depot during the Opening Day on 24th October 2020 - Rob West



Semaphore News -

By Jack Plumb

Following on from a number of major projects in the last few years, (North Headshunt Gantry, refurbishment of North Box signalling components, refurbishment of No.3 Signal and re-signalling of South Box) we decided that 2020 should be a year to focus on maintenance tasks. One small benefit of the pandemic was that this event allowed S&T to undertake heavy maintenance tasks which we could normally only do in the winter months to avoid disruption to the Museum's busy events schedule.

The most noticeable of these activities was the complete re-painting of the Mainline crossing gates and the Goods Shed crossing gates; an activity which would have been hard to do in the winter and would effectively require the railway to be closed to passenger trains for three weekends. A number of the metalwork components on the gates were also refurbished, which included adding much-needed lubrication points on the top tie-bar hinges.



▲ Jack installing a cable tray on Platform 3 on 22nd June 2020
Elsewhere, a cable tray has been installed along the length of the Platform 3 wall, tidying up the cables which previously hung loosely along the platform wall. The signal gantry also got a clean and the final few painting jobs

finished on it. Countless painting jobs were also undertaken, along with work to set up formal maintenance regimes for our crossing gates, lever frames, colour-light signals and signal-post telephones.

Once winter maintenance is done, 2021 is likely to focus around introducing electrical point-detection at North Box, starting to introduce signals at South Box and making a start on a new signalling display. New volunteers are always welcome!

◀ Peter Robinson cleaning the Signal Gantry



Team Thursday -

Or "What we did in 2020"

By Colin Burwood

Mostly we stayed at home under various Lockdowns, but when allowed to, we did get out and do a few things.

Firstly, Team Thursday gutted the disused toilet room on Platform Two. A contractor then came in and installed the new disabled toilet room. Team Thursday finished off the job, painting the window inside and out and painting the newly-fitted door to the block..



▲ Refurbished Disabled Toilet on Platform 2



▲ Chappel Main Signal Box after painting on 2nd September 2020

Having got the paint brushes out, it seemed a shame to put them away again, so the next project became the Platform One Signal Box, as the front had become a bit of a mess.

After a lot of hard work the front of the Signal Box looks a lot better, but also highlights the fact that the veranda and steps, plus the sides and back of the Box are in desperate need of a coat of paint. (Looking at this photo also reminds me that the "Chappel" sign needs to be re-installed!).

Not content with this, Team Thursday in the form of Colin, Rod, and Jason turned our attention to installing power and lights to the new Mini Rail Station and while we were at it, we installed a swan-necked lamp post, believed to be ex- North Woolwich Station.



► Team Thursday during the installation of the lights and electrics in the Miniature Railway Station on 9th July 2020

Return to Kenton -

The Mid Suffolk Junction - That Never Was!

By John D Mann

Today's motorist travelling west along the Eye road beyond the hamlet of Kenton may be forgiven if a cluster of derelict buildings hold little interest, but, this seemingly insignificant site reveals an intriguing railway past.



▲ J15 country! A 1951 scene at Kenton - Dr. I.C. Allen, courtesy of the B.P. Hoper collection

This isolated location, ten miles from Haughley, was the Mid Suffolk Light Railway's station at Kenton. Early entrepreneurial promoters had big plans here - initially providing two platforms, five sidings, an engine shed and the only passing loop on the line! Beyond the level crossing (where double track hinted at grander aspirations) a thirteen and a half mile

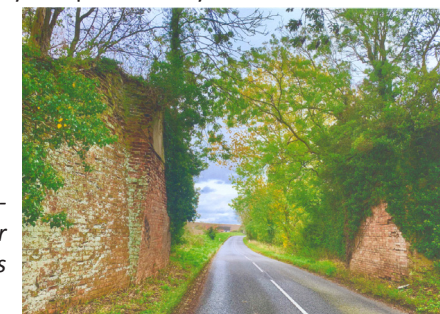


▲ Kenton station site in 2008, the scene today is virtually unchanged - J D Mann, South Anglia Publications archive

extension south west towards Westerfield on the East Suffolk line had already been started at the time of opening. Track was in situ to within yards of the proposed Debenham station site when promoters ran out of money. They went cap in hand to Suffolk County Council for £25,000 to complete the project, along with another eight-mile venture beyond the Laxfield terminus linking up with the East Suffolk line at Halesworth.

Alas, the money was not forthcoming and extensions were never completed - Kenton was denied its 'Junction' status.

For further reading, N.A. Comfort's The Mid Suffolk Light Railway is published by the Oakwood Press, and Peter Paye's The Mid Suffolk Light Railway was published by Wild Swan Publications in 1986.



► Bridge abutments carrying the Westerfield extension over the B1077 are still visible today near Debenham - J D Mann, South Anglia Publications archive

Archived Records *By David Reeve & Graham Wing*

The archiving of the Museum's records has proceeded steadily along the well-established lines that have been detailed in past issues of *Stour Valley Steam*. Over 540 updates to the listings have been made to date, and posted to the Museum's shared computer drive since this project started some years ago.

In recent weeks of course, much of this work has had to be virtual and we have made use of Skype in order to keep in touch with each other.

Our current focus is on getting the more recent Trustee's minutes into order but relevant documents can be added into any appropriate category as they come available.

Graham has also assisted Adam to sort out and catalogue the Museum's extensive CD and DVD collection, which covers many topics. It is hoped this may be a useful resource for Curatorial and possibly Marketing purposes in future.

Thanks to a recent donation by Rob Boyce, we have added several years of HOD computer files to our folder in the Shared Drive, plus some paper copies as well. It raises the prospect of getting a decade of HOD minutes onto the Shared Drive, which should be handy for reference purposes, as these minutes are where the detail of various projects around the site are to be found. Inevitably, there are gaps and David would like to hear from anyone who has either paper or computer files from this era, so we can add to our collection. The years 2016-2018 seem to be some of the worse affected, and we are anxious to close this particular gap in our Collection.

We would also like to explain that if documents are duplicated, we are always careful to take them home for recycling or shedding, if the contents are confidential.

Finally, I would like to repeat our usual plea for Museum –related records or ephemera to add to our Collection.. If you have anything you would like to donate, ideally contact David Reeve on d_e_reeve@hotmail.com.

Last Call for Stour Valley Steam 169

Thank You to those who have submitted articles and photos to us for this issue. Due to the ongoing Covid situation, we haven't set a date for the next *Stour Valley Steam*, however if you wish to submit items, please do so and we will hold them over until the next one is produced.

We welcome submissions from all members, on any subject that you think is relevant, either Museum or railway-related. Email us at svs@earm.co.uk. Don't forget to send us photos along with any articles.

Marks Tey Goods Shed Demolition

The Goods Shed at Marks Tey Station, which previously stood in the downside car park adjacent to the Sudbury branch was demolished during late 2020. In recent times it had become redundant with the businesses which occupied it having moved on.

The poor condition of the structure along with no obvious future use sealed the fate of this building, which had been extended in the 1960s and 1980s with more modern structures. In recent years the building had housed an ironing service, a printers and at one point, Carillion, who undertook maintenance for local railway stations.

Works began to fence off the structure in August 2020, and on 8th September demolition work began.



By mid-October the building had been razed to the ground, with the demolition works revealing just how the building had been altered, showing large RSJs having been inserted to create an upstairs at some point over the years. Currently the site stands vacant as a large compound and new secure bike parking area, with the final intention to become part of the station car park at the time commuter demand justifies the work.

The Museum welcomed back 30742 Charters on 15th August 2020, this time with the 04 and the DRB as the star of the show. This group visits railways all around the country and their work is exhibited on the social media platforms. The photo below by Isaac Ferneyhough, shows the DRB standing in Platform 2 for the first time since the 1960s adjacent to Great Anglia's 755337.



Mainline Movements

► Once a common sight on the GEML, these have all now been withdrawn and cascaded to East Midlands Railway, 360105 at Kelvedon on 4th August 2020 - Mark House.



◄ 321902, having transferred from Northern Trains to help replace the 360s, calls at Marks Tey with 1N50 the 19.05 service Clacton on Sea on 6th July 2020 - Dominic Shaw.

► 37425 heading to collect a 745 from Orient Way passing Marks Tey on 14th October 2020 - Darren Johnson

▼ 720511 departs Marks Tey on a test run to Norwich on 21st May 2020 - Darren Johnson



▲ Greater Anglia unit 755330 departs for Sudbury with the Museum's DMU in Platform 2 during the Santa event on 19th December 2020 - Greg Kiteos

▼ DRS 37425 with the Rail Head Treatment Train, and 37420 reverse in Platform 3 at Marks Tey on 16th November 2020 - Darren Johnson



Back Cover: Rob Varletta driving Number 11 during the Santa Special event on 6th December 2020 - Amy Rogers



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