





*(Above) Wickham DMU running from Sudbury to Colchester at Mount Bures on
5th June 1970 (G. R. Mortimer)*

*(Below) Down train to Sudbury entering Bures with E4 2-4-0 No. 2795 in LNER
livery, undated (B. D. J. Walsh collection)*





STOUR VALLEY STEAM SPRING 2023

Number 173

Editorial

Welcome to the Spring edition of Stour Valley Steam. We hope that you enjoy the mix of articles in this edition. As a guideline to contributors, we would request that when photographs are submitted they are e-mailed as an attachment and **not** embedded in a document, as sadly this means that we cannot use them if they are so embedded. We welcome all contributions, both historical and present day, including events and other happenings at the Museum or in the wider East Anglian area. We are particularly in need of good quality portrait format photographs! Closing date for submissions for the Autumn edition of Stour Valley Steam is **15 August 2023**: early receipt of any articles and photographs would be very welcome.

Mark House and Rob Boyce, Editors



(Above) 321324 on the Up Walton to Colchester local service at Wivenhoe, 27 October 2022: by the time the next edition of Stour Valley Steam comes out these will have all been withdrawn from passenger service. (G. D. King)

(Front cover) Jaki Collison driving the Diesel Railbus on the crew training day, Mark Cornell observing, 15 October 2022 (Dom Shaw)



THE CLASS 365 STORY

All photographs by Alastair Holmes

The Class 365 Networker Express units were built at York Works between 1994 and 1995, being the last units to be built there before the works closed. Modifications were required before they entered service from 1996 onwards: these were carried out at Adtranz at Doncaster and Chart Leacon, Ashford.

Although the Class 365 units were specified as a dual voltage unit, they have never operated as such as they were built with only one system of traction current pick up. The first sixteen, 365501-365516, operated for a short while for Network SouthEast before being operated by Connex South Eastern as part of the privatisation process: they were originally only supplied with DC shoe gear for use on the 750v third rail network. When they were transferred to West Anglia Great Northern (WAGN) for use on the 25kV overhead system, the shoe gear and associated equipment was removed and Brecknell Willis pantographs were fitted, and their maximum speed was increased to 100mph. However, as the 365s retained the original 750v DC bus, this meant that the current was collected from the overheads as AC, rectified to DC for the onboard systems and then inverted back to AC for the three phase traction motors.

The first unit, 365501, was put on display at the Cambridge on 24 June 1995 as part of the 150th anniversary celebrations of the opening of the London to Norwich via Ely line. The first pair were scheduled for delivery to Hornsey depot at the end of September 1995 but was slightly delayed due to paperwork issues: following this, the necessary training was started with the planned introduction to service being scheduled for February 1996. However, as has become the norm this date came and went. By early December 1996 twelve units (of the batch 365517 to 365541 for Great Northern services) had reached Hornsey Depot, and on 9 December 1996 the first Class 365 working took place with 365528 and 365537 forming the 1318 King's Cross to Huntingdon. This was just three days after the WAGN franchise had been taken over by Prism Rail. By 20 January 1997 six units had been commissioned, and were working regular diagrams to both Peterborough and Kings Lynn. One early temporary casualty was 365520, which was involved in a collision with a dumper truck whilst on Hornsey Depot in early September 1997.

On 10 May 2002, 365526 was working the 1245 King's Cross to Kings Lynn and travelling at 97mph when a set of points moved under the train, causing the rear coach to become detached and end up on the platform at Potters Bar, wedged under the canopy. Six passengers on the train were killed, and one pedestrian who was hit by falling masonry on the road underneath when the bridge parapet was hit by the derailed coach. From August 2002 to January 2003, 365502 was sub-let from Connex South Eastern to provide cover. Two carriages were subsequently used by the RAF as target practice at RAF Spadeadam.

From early 2004, the sixteen former South Eastern Trains Class 365 units (365501 - 365516) started to transfer to the newly renamed Great Northern franchise: this enabled Class 317s to be transferred to Thameslink. Before entering service



365516 in Network SouthEast livery at Peterborough on 22 August 2004

with Great Northern, as well as having the third rail equipment removed and pantographs fitted, they received a limited refurbishment at Wabtec, Doncaster as well as the removal of anything relating to South Eastern. Although most of the units were hauled on rail to Doncaster for the work to be done, two - 365502 and 365508 - went by road from Ramsgate until permission was given for them to be hauled. They were fitted with cab air conditioning, for which grilles were added to the front making the familiar smiling faces. Those that had not already been fitted with Dellner couplings had these fitted, and a lot of glass had to be replaced due to extensive window etching by their former passengers. The Connex vinyls were removed so the Network SouthEast livery was on display once more. The transferees from South Eastern had a much poorer reliability record than those native to the GN, managing around 11,000 miles per casualty, compared with the 45,000 miles per casualty of the indigenous GN fleet. Initially, each ex-South Eastern unit was paired with an indigenous GN unit as a precaution. All the South Eastern units were in service with Great Northern by the end of May 2004.

Units returned from the GN to Ashford for certain remedial work and C4 overhauls, being hauled to and from Hornsey.



From around 2002 modifications were made to provide an air cooling system for the driver's cabs, with a new grille being fitted giving the smiley face that became so recognisable. However, these modifications were temporarily halted in February 2003 after a grille on 365519 fell off. The last unit to be modified, 365537, was completed in mid 2003.

On 29 September 2005 in a ceremony at Downham Market 365531 received an advertising livery for *Nelson's County - Norfolk*: this was the first unit to lose Network SouthEast livery. Subsequently two other units received similarly themed vinyl wraps later that year: 365510 with images from Cambridge and Ely, and 365519 to showcase Peterborough Environment City.

With the launch of the new franchise, 365505 was the first unit to be reliveried into First colours: its debut in service was on 3 April 2006 when it worked the 1045 King's Cross to Kings Lynn. This was followed by a £27m franchise commitment refurbishment, together with an additional £2.5m spent on new carpets, seat trims and new toilets. The first to be completed and returned to traffic on 1 June 2007 was 365514.

With the increased number of Class 365s based at Hornsey, FCC installed a wheel lathe and new jacks capable of lifting a four car unit to enable bogied exchanges to take place. The facilities were further enhanced so that work up to Level 5 could be undertaken in house, including traction motor changes.

365515 and 365541 at Hitchin on 17 May 2009





On 19 October 2005 365531 received significant damage when it collided with a tractor at Black Horse Drove crossing near Littleport.

In early November 2005 365540 was launched in a ceremony at Letchworth with a vinyl livery displaying scenes from Letchworth and Welwyn, followed on 17 November 2005 365510 with a new vinyl livery promoting Cambridge and Ely, followed on 2 December 2005 365519 being launched with a new vinyl livery promoting Peterborough. From April 2016 the franchise passed to First Capital Connect.

In 2007 a £3m refresh programme was started on the units, carried out by contractors at Hornsey depot, and included reupholstered seats, new carpets and floor covering, and new sinks and vanity units. At the same time sanding equipment was fitted. All the units except those in promotional vinyls lost their NSE livery in favour of First vinyls: the programme was completed by February 2008. Very high availability was called for, with 38 out of the 40 units required for service from Mondays to Fridays.

From 2008 a programme of heavy overhauls was implemented, with the units having each run around 2,000,000 miles by this time.

On 22-23 June 2009 the three remaining vehicles from the 2002 accident at Potters Bar were moved by road from Bombardier at Crewe to RailCare Wolverton.

365510 arriving at Cambridge on 11 March 2017





On 23 November 2009, 365510 working the 0959 Kings Lynn to King's Cross hit a tractor on a level crossing north of Cambridge.

On 25 September 2011 365532 was badly damaged in an accident with a tractor at Hatson's User Worked Crossing near Littleport: after being dragged to Downham Market, two coaches were taken to Wolverton for repair on each of 15 and 16 October 2011.

Eversholt Rail Group awarded Railcare at Wolverton a £13 million contract to carry out C6X overhauls on the fleet from Spring 2013. Work included bringing them up to PRM (passengers with reduced mobility) compliance. However, at the end of July 2013 Railcare went into administration bringing the programme to a halt. The contract was re-tendered and won by Bombardier. The units reappeared in a grey and white livery with blue doors, in anticipation of the commencement of the new Thameslink, Southern and Great Northern (TSGN) franchise in September 2014.

On 8 August 2016 365520 was involved in a collision with a Land Rover at Nairns User Worked Crossing near Waterbeach.

With the introduction of Class 700 EMUs to peak hour workings between Peterborough and King's Cross on 6 November 2017, GTR placed three Class 365s in the Nene Carriage Sidings at Peterborough for standby operation: from this date, the units normally only saw peak hour operation. This was followed on 15 February 2018 by the first units going to store, initially at Papworth Ely, these being 365501 and 365505. More followed, with 365503 and 365519 going on 13 March 2018, and

365521 at Stratford heading for Ilford Car Sheds on 28 July 2017





365529 and 365535 on 15 March 2018. With more Class 700s entering service, more units were gradually moved to store.

However, due to the new Hitachi Class 385 units for Scotrail needing to have their windscreens redesigned, some of the units were to see a new life in Scotland, albeit as a stop gap measure. 365523 went north to Springburn on low loaders on 22 April 2018. They ran in pairs to make eight car trains. After modifications and Scotrail branding being applied, and driver training, the first operation between Edinburgh and Glasgow was on 23 June 2018. A total of ten sets were based at Shields Depot in Glasgow: 509, 513, 517, 519, 521, 523, 525, 529, 533 and 537. Due to the air conditioning grilles on the cab fronts resembling a smile, Scotrail branded the trains as 'Happy Trains'. In March 2019 they were withdrawn and moved to Crewe for storage.

From June 2018 the off lease units previously at Peterborough and Ely were moved to Northampton for further storage: within two months they were moved on for further storage at Crewe South Yard in August 2018. Despite this, some units were moved to Ilford to have PRM modifications before being returned to store at Crewe.

From May 2021 Govia Thameslink Railway (GTR) withdrew its final Class 365s from service, with all units initially going into store: the final working from King's Cross being the 1812 to Peterborough on 14 May 2021, with two southbound services from Peterborough on 15 May 2021. To assist in permitting this, some Class 387s normally used on Gatwick Express services (suspended due to the coronavirus pandemic) were drafted in.

In January 2022 came the news that one unit was to be preserved, 365524 at the East Kent Railway. What has actually been preserved due to various issues are three vehicles: 742287 and 65917 from unit 365524, and 65974 from unit 365540.

VOLUNTEER OPEN DAY

by Mike Bradley

We will be holding a Volunteer Open Day on Sunday 4th June 2023.

This will be from 10.30am in the Thompson Building with tea, coffee & biscuits on arrival, followed by a welcome introductions from me (Mike Bradley).

This will then lead onto the Museum History & Overview (presenter TBC), before moving onto a tour of the museum and then onto lunch.

After lunch we will split the attendees into groups (depending on number attending), discussing how they would like to volunteer e.g. operations, restorations, estates etc

After this will be a Q & A, followed by completing membership forms for any new members. Hopefully finishing around 3.30pm

We are still finalising details for the day, however, this a rough draft of what is likely to happen on the day



THOMAS AND FRIENDS - THE FIRST WITH THOMAS!

For the 1997 event the decision was taken to have a licensed Thomas replica locomotive in the guise of Coventry No. 1, hired from the Buckinghamshire Railway Centre. Once again, over 8000 visitors attended over the four days with at least eleven trains an hour being operated, bringing near exhaustion to the operating staff but keeping the queues down and the visitors happy.

However, the 1998 event did not operate smoothly. On the Friday, Thomas had difficulty steaming, with a pilot engine being added to the formation for a while during the morning. Later on it suffered a blower ring failure, which fortunately was soon repaired.

However, it was not the trains that caused the most problems for this event, but the weather, one of the wettest on record. By Friday lunchtime the car parking field was beginning to cut up badly, and as the day wore on it resembled a mudbath. Fine for hippopotami who like to wallow in mud - but little use for parking. A four wheel drive tipper was hired for the weekend, and was continually used to release cars from the mud. Local radio and TV stations were contacted and asked to put out messages advising visitors to - where possible - park their cars or leave them at home and use the branch line. This had some success, but it raised another problem in that no service was running on Easter Sunday.

Coventry No. 1 with fireman Gordon Adams (Keith Tomlinson)





Thanks to Great Eastern Railway agreeing to let us use Marks Tey station car park for a park and ride service, arrangements were made to hire a double deck bus to shuttle between Marks Tey and Chappel. This was done at no cost to our visitors (although obviously at a cost to the Museum): it was generally well received, and most visitors were happy that despite the atrocious weather we were still running the event.

On all four days Venture Scouts braved the elements to mastermind the parking, including the pulling and pushing cars out of the mire. And to show just how dedicated some volunteers can be, Alan Baker shaved for the first time in over two decades so that he could carry out the Fat Controller role for two days.

And Peter E Thompson wrote “notwithstanding the problems, the event was still popular and profitable. Yes, we are doing it again at Easter 1999” - and we have been ever since!

DAY OUT WITH THOMAS CHRISTMAS 2022

Allan Robinson captured this photo in December 2022 of Ian Rushbrook, Katie Keppel and Jaki Collison on platform 2 during the event





EARLY DAYS AT CHAPPEL

by E W Lawrence

This is the second part of Ted's memories of the early days of the Stour Valley Railway Preservation Society

ELECTED CHAIRMAN OF THE SVRPS

The 1969 AGM was held in Sudbury on 4th November where a new set of Rules and Constitution were accepted and a new Executive Committee elected. I was elected Chairman, Clive Porter (Vice-Chairman), Terry Gregson (Secretary), Wally Banks (Assistant Secretary), Mr W Townsend (Treasurer) and Ian De'ath (Membership Secretary). A Publicity Officer was not elected at the meeting but later on this post was filled admirably by Tony Butcher. We did wonder what we had let ourselves in for as Terry, Tony and I were only in our late 20s without any railway experience. But what we lacked in experience was made up for by a lot of enthusiasm and drive. However we quickly realised that collectively we had skills that could be put to good use. Terry was a Chartered Surveyor, Ian was in the C.I.D. of the Metropolitan Police, Tony was very much involved in the sales side of his company and I was a Manufacturing Engineering.

I was asked to pen a message to the members from the new Chairman for the November 1969 Stour Valley Steam:-

"In this first newsletter since my election as Chairman I would like to express my gratitude to the membership for their confidence in my ability to lead the Society forward in its second and most crucial year. I trust I will prove worthy of the task. At this stage the future of the Society is exciting and challenging. Our immediate objective of securing the line from Sudbury to Long Melford is being actively pursued by Clive Porter, our new Vice Chairman. Legal advisors are drawing up articles of the operating company of the line to be known as the Essex and Suffolk Joint Railway Co. Ltd. In addition, we hope by the end of this year to reach a satisfactory agreement with BR for renting Chappel & Wakes Colne station as a Society HQ.

"To achieve our goal we need more members and a lot more cash. Membership stands at about 250; we have talked of achieving 1000. My challenge to you all is this: in the next year let us see if we can each recruit 10 new members to swell numbers to over 2000.

"For those of you eager to actively assist the Society, there will be new posts to be filled for the running of the Society so keep an eye on the vacancy section of the new Stour Valley Steam magazine which will replace our present newsletter in January. Please support the efforts of your committee and attend local branch meetings. As a united team we can achieve our objectives. Last but not least, don't forget our slogan Great Effort Required."

E. W. Lawrence Chairman



By January 1970 we had branches in Chelmsford, Colchester, Ipswich, Bishops Stortford and Cambridge all holding monthly meetings for the membership. The main task we had was to recruit from our membership the many skills and expertise we would require to form a railway company and operate it. In this we were most fortunate, as resulting from the membership skills survey I found we had a number of members and supporters whose skills were just what we needed and who were prepared to help.

BRANCH LINE PRESERVATION COMPANY LTD

We quickly realised that if we wished British Railways Board to take our plans seriously we had to present a very professional organisation. It was decided that we should form a limited company to be the legal entity and to undertake negotiations with British Railways. The original plan was to register the name of the company as “The Essex & Suffolk Joint Railway Company”. Unfortunately this was not accepted by Companies House and a quick change was made to register it as the “Branch Line Preservation Company Limited”, which was effected on 13th February 1970. The initial Board of Directors consisted of Brian Hockey (Company Secretary), Roger Watson (Solicitor and legal advisor), Terry Gregson and I. We each took out a nominal share holding to launch the company.

NEGOTIATIONS WITH BRITISH RAILWAYS

The intention of the Society was to purchase the section of the line from Sudbury to Long Melford which came under the jurisdiction of BR Norwich Division. The Chief Area Estates Surveyor for Norwich Division was a Mr Cooper who agreed to meet Roger, Terry and myself on 18th February 1970 at Norwich. It quickly became apparent that Clive Porter who was Vice-Chairman and was originally undertaking negotiations with BR for this section of line had not been responding to correspondence from Mr Cooper regarding stage payments. As a result this section of the line was no longer available and a contract had been given to scrap dealers to lift the track.

*** The problems that BR were experiencing with the confusion that existed in the M&G.N.Jt Rly Society at Sheringham did make BR somewhat cautious to say the least, of railway preservation societies ***. The fact that Clive Porter had not responded to Mr Cooper's letters meant that we had to convince Mr Cooper that having now formed our company it would be run in a very professional business-like manner and that in future all correspondence with BR would be dealt with by Terry Gregson. Mr Cooper indicated that it would be to the Society's advantage to choose a railway line that was still open but likely to close. This would give us time to raise the capital needed to purchase the line. Marks Tey to Sudbury was one possibility, as it was scheduled to be closed but a decision on a closure date had not been made. We had a very successful meeting with Mr Cooper who was most helpful with regard to costs of buying a railway and was prepared to recommend that BR should spend time with us. He indicated that he would write to Mr Robinson, Chief



Estates Surveyor, Eastern Region, York and would give us an introduction to open negotiations for the Marks Tey to Sudbury line.

With the information obtained from Mr Cooper I was able to prepare an itemised budgetary estimate (station buildings, land, track bed, track and ballast) for the purchase of the line from Marks Tey to Sudbury. It was on 14th April 1970 that Terry Gregson, Roger Watson and I headed north travelling by train to York for a meeting with Mr H. Jones, of the Chief Estates Surveyor's Department, BR Eastern Region. We explained to Mr Jones that we had two basic objectives. Firstly to rent or lease Chappel Station yard and station buildings as headquarters and secondly to commence negotiations on the possibility of acquiring part or all of the Marks Tey to Sudbury line in the event of confirmation of closure of the line by BR. During the meeting the likely costs of the line from Marks Tey to Sudbury were discussed and much to Mr Jones surprise the itemised estimates for each section of the line that I had prepared were very similar to the BR book value that Mr Jones had. This stood us in good stead as he acknowledged that we had done our homework.

It was explained to Mr Jones that in future all negotiations would be dealt with by Terry Gregson. Our meeting with Mr Jones was most useful and productive resulting in his recommending that BR should take us seriously and spend time on our proposals. An interesting point to remember is at that time the total cost of purchasing the Marks Tey to Sudbury line would have been in the order of £110,000. If only today!

***Due to the infighting between the two groups within the M&GN.Jt Railway Preservation Society, BR were concerned that they had allowed storage of the locomotives and rolling of the Society at Sheringham Station. Should the Society fold, BR would be left with a station full of potentially tons of scrap to remove before any future use of Sheringham Station could be considered. As we now know the M&GN.Jt Railway Preservation Society eventually resolved their problems which in due course resulted in the success story that is now the North Norfolk Railway at Sheringham.

(To be continued)

CAN YOU HELP?

The Museum has - as always - produced a leaflet containing all the 2023 events. To attract more visitors, we need to get these distributed as widely as possible. If you can assist with distributing them to any outlet in your locality (or where you are visiting), leaflets can be collected from the Visitor Reception at Chappel. Please either let the Visitor Reception know where you have distributed them or e-mail marketing@earm.co.uk so we can avoid any duplication of effort!



MODEL RAILWAY CLUB NEWS

by Gordon Humphris

The Club had a very good Christmas Thomas on the two weekends, a fair amount of visitors visited the main club room where Thomas and his friends in both N gauge and OO gauge populated the tracks, much to the joy of the children and amazement of the adults!

Since the last report from us we have been fortunate to have received or purchased a couple of layouts and various stock items, we gives the membership plenty of items to make plans for the future.

Talking of the future, the major project the group are going to tackle this year is the installation of a Garden Railway outside between the Clubs side of the Thompson Building and the Playground in the French drain area. We have been able to start purchasing and acquiring LGB locomotives, rolling stock and a fair amount of track to get started. It is very exciting for us as a club to help provide another attraction for the public.

The O gauge layout has been almost completed (*see photo to the right*) and running trials to iron out any running issues have been sorted and look to be open to the public at Easter. Some minor track alterations have taken place in the goods yard not to dissimilar to those performed in the twelve inches to the foot gauge on the pit road! We like to copy the museum as much as possible. We look forward to providing entertainment to the public in the coming year, visitors are most welcome to see the world in miniature, if you dabble in the hobby and want to do some testing the layouts in all the major gauges are there to do so. Contact kitmasterbloke@gmail.com or visit us for more information.





ENGINEERING NEWS

by Allan Robinson

Most of the engineering dept time during the period has been spent on infrastructure jobs as these take priority. In particular the exhibition hall, the fire path has been laid down the East side of the building, the entry and exit platforms have been constructed and will shortly be secured to their foundations. The large doors have been made along with hinges, drop bolts and various other bits of metal-work so hopefully the doors can be fitted in the near future, Now that the internal floors are finished and ready for the track the building structure is pretty much complete. In the restoration shed progress is being made on the Mk2 coach: all the rust holes have been welded up and cleaning down and painting is progressing at a pace. We have also been assisting with the fitting of a full vacuum brake system on the 20 Ton BR brake van. Lamport's new firebox is now on site and it is hoped to progress the fitting when time allows, Meanwhile work on the boiler continues with the fitting of studs and the building up of pitted areas.



all photos by Allan Robinson





LAMPORT NUMBER 3's HEART TRANSPLANT

An update on the active restoration in hand - with notes from John Bicknell, Ron Davies and the "Lamport Crew"

With the arrival of the new inner firebox which is to be installed in the locomotive a great advance took place on January 13th 2023. It was a red-letter day for this a major active museum restoration project. With repairs to bunker and cab, tyres and new brake shoes a rolling chassis is completed. The focus now turns to the boiler.

Lamport No 3, the locomotive under restoration at Chappel was in use at the Lamport Quarries in Northamptonshire until 1969. In 2002 its boiler finally expired and the then preservation group owners could not see their way to funding the work required. EARM had for some time been on the look-out for a back-up to its Thomas the Tank Engine replica. A number of other possibilities had been considered and dismissed being either incomplete or unrealistically priced, others had been identified but for various reasons were unavailable.

Thus, did attention turn to the Lamport No 3, a medium sized industrial engine, the cab of which was sufficiently roomy to accommodate Driver Experience visitors. It was also a suitable project to soak up volunteers' engineering enthusiasm and workshop capacity. The experience gained from having, for a number of years, restored and maintained three other industrials, meant that this was just the loco for a new challenge.

Number 3's arrival, in March 2013, was greeted with enthusiasm yet also some sharp intakes of breath, as the scale of the operation became apparent. Discussions took place and the potential the Lamport offered was realised. Work commenced with cab, saddle tank and boiler fittings removed. The boiler was stripped down with a start was made on the removal of the old firebox, it was not known then that this would take five years. A thorough job was done on the outer firebox, about 50% of which had to be replaced, prior to approval by the boiler inspector.

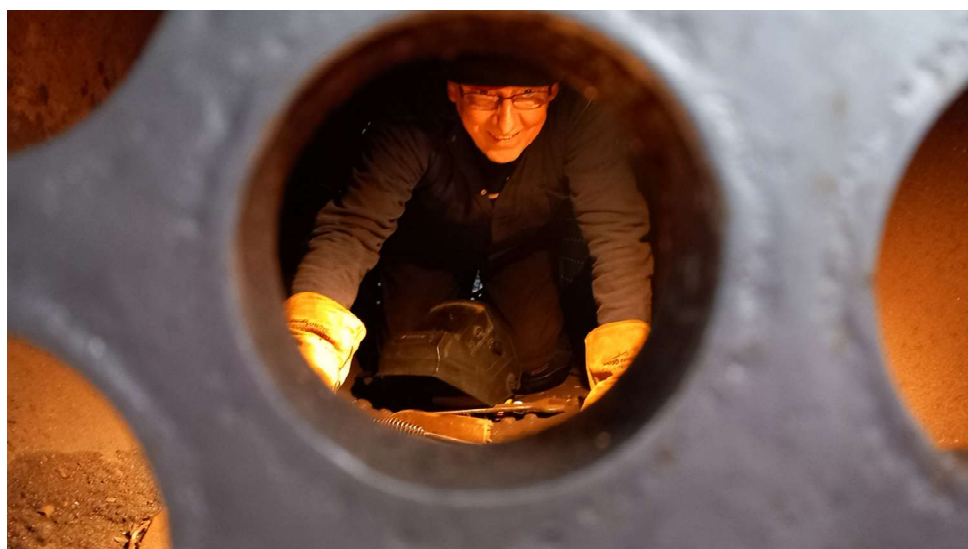
The wheel sets were sent off for tyre profiling while the axle boxes were overhauled at Chappel, entirely by the volunteers, as were the con-rods, coupling rods and the valve gear. There was no let-up as the lubrication system for the axle boxes was improved plus mechanical oil pumps were overhauled. While there is more that could be told, suffice to say that, with regards to the chassis, only the vacuum brake system remains outstanding.

So now our attention is re-focussed on the boiler. It could be said that this the "heart" of the engine and so is moving towards the financially challenging period, so a greater emphasis will be given to the active restoration on our website.

Work will soon be started on introducing the new firebox to the barrel which may involve some interesting lifting arrangements this operation will require careful planning, precise execution and plenty of patience. Next to consider is the manufacture and fitting of hundreds of stays, rivets and hundred or so fire tubes.



(Above) the firebox on arrival at Chappel, 13 January 2023 (Harry Brooks)
(Below) Phil Robinson welding in some infilling metal in the firebox,
12 February 2023 (Philip Ainsley)





Hydraulic testing then follows. Other re-assembly work includes boiler fittings and safety valves. It is, of course, a team effort; principally involved are Dick Allman, John Bicknell, Adrian Farress, James Jaeger, Pete Martin, Peter Merrick, Allan Robinson, Phil Robinson, Alan Seymour and Tony Wright.

So having past a significant milestone with the inner firebox fabrication, more work continues “in house”. Added consideration is given how to raise more funds, bearing in mind finances are difficult for many. To do this with a greater level of confidence to completion, it is intended to raise the profile of this active restoration.

Internally within our own organisation this SVS article being a start, it should be followed by better signage around site. To raise awareness externally there shall be occasional website updates, in this way our restoration focus progresses beyond its “current backstage appearance” in the Restoration Shed. A target date of 2025 has been proposed a year celebrating 200 years of steam passenger trains starting with the Stockton and Darlington railway.

PLUMP LOCO - OR TALES OF THE UNEXPECTED

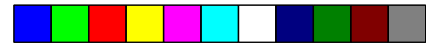
by Pete Martin

Following hot on the heels of the previous prestigious publication, we embark on the main focus of attention, where we see an inordinate amount of work on some of our infrastructure undertaken over the past few weeks.

Whilst many are aware that there is now a massive hole in our yard, for the benefit of those who don't, it was identified that much of our trackwork that has evolved in our yard many years ago, was beginning to show it's age. Stockpiled in numerous corners of our set down area, there is a plethora of rail, turnouts (points to you), and concrete sleepers with chairs readily attached. This has enabled a ‘fit and forget’ approach, discarding the many rotted wooden sleepers, which were procured second hand many years ago. I say fit and forget, it should last us for an eternity - well, it won't be our problem if it ever needs replacement again. One day son, all this will be yours! (ha ha!). This coupled to the need for a major realignment to gain access to our new exhibition hall, has resulted in a hit squad attack on a ‘phase one’ of many to achieve recoupling the new alignment into the ashpit road - at least to get the locos out of the shed for Thomas!

Much credit for all this is due to the tenacity of the hit squad team of weekend and midweek volunteers, a ream of ‘Gant Charts’, drawings and planning mostly under the guidance of Peter Robinson, the whole programme is rather dependant on the availability of our plant and equipment to support it. Sadly, like the trackwork - and it might be said, some of the team which includes me - it's beginning to show it's age! As mentioned previously over the years, all what we have and portray was new - once, and had one careful owner (at sometime!). When you collect it, like old cars, you inherit someone else's chuck-away, and ‘Carkind Yob’ is one of them.

The reference to ‘Carkind Yob’ is the BR code for our Plasser 12ton GPC rail crane. I'll leave you to Google its origins. Built in the 1980s for BR, 81521 is one of



20 or so cranes used on the national network, and was bought as a pile of bits some years ago from Doncaster. Needless to say, it was resurrected in the truest traditions with hammers and spanners to working order and has seen invaluable use - but not without its traumas!

Whilst it doesn't look very pretty by retaining its original patina, it satisfies the requisite mandatory and statutory periodic examinations, but like an old car, bits tend to throw the odd hissy fit, either not working or breaking in some weird way. The problem nowadays, is availability of parts to mend it and part of any job on this older technology - which extends to our other plant and diesel powered rolling stock - is the understanding of the complexity and intricacies of the power and control equipment by a limited number of people with the skills and knowledge necessary. When it breaks or conks out, others run a mile and await the services of Dad to come and mend it. It predates the more modern approach to fault finding by plugging in a laptop, where YOU are the laptop, and one day, Dad is not going to be here to mend it.

Recently, Brian Sermons and myself - being the only ones - spent 3 or 4 days crouching under the jib with multi-meters and drawings tracing a wiring fault which stopped the engine - mostly when you didn't want it, and came to the conclusion that it was all down to dirty electrical contacts on a main contact turret which gives electrical control continuity to the cab - which by necessity and design - rotates. Having demolished it and studying the manuals and drawings we obtained courtesy of the North Yorkshire Moors P-way Group (who also have one of these cranes), found ours had been taken apart in its latter BR days, and reassembled upside down, so all the wiring had been reversed - all 120 of them! Oh what fun. My knees are still recovering.

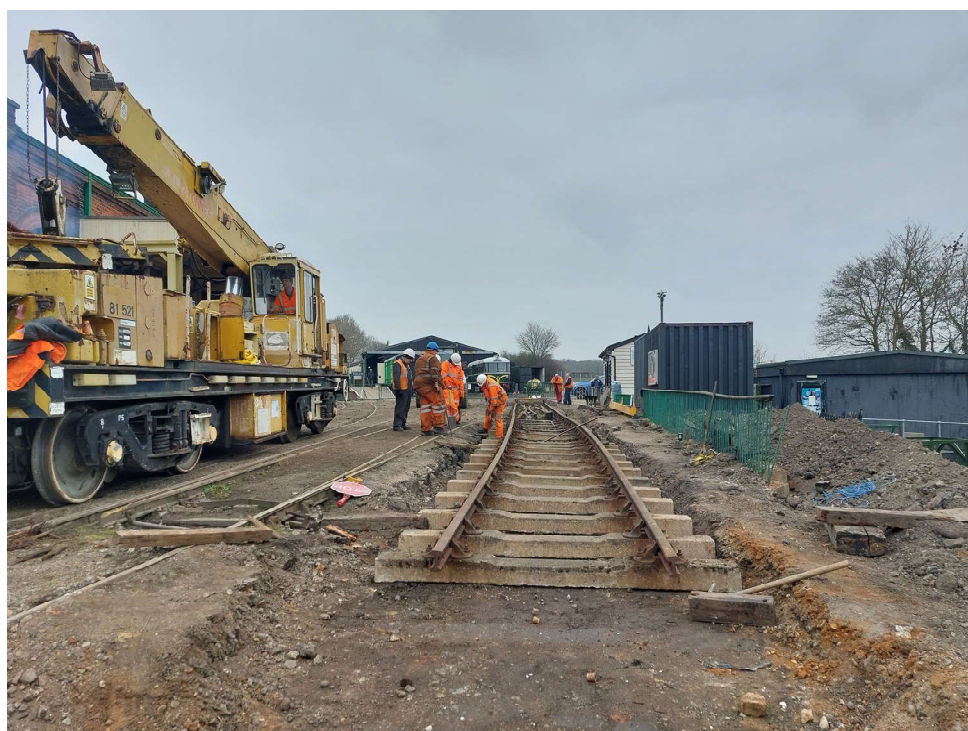
Suffice to say, there are a couple in preservation elsewhere, and are a museum piece in their own right - albeit a usable one. As a project, it wants a coat of paint and a good tidy up, for which there is a reach-out for some interested volunteers, but in the meantime (say it so it doesn't hear you) it all works faultlessly, and the cab goes round and round without the engine cutting out, but just occasionally it doesn't travel under its own hydraulic power - but I think I know what it is!

Now where did I put my hammer.....





(Above) The rail crane by the Goods Shed, 16 February 2023 (Pete Martin)
(Below) The rail crane in use on 12 February 2023 (Mark House)





RETURN OF THE JAZZ

by Michael Sanders

2023 is hopefully going to be a key year in the rebuilding process on the boiler of our N7 9621 as the last article gave you the key points from the start of the project of restoration in Summer 2020 up until late 2022.

Since the last article, Heritage Boilers in Liverpool have continued making excellent progress on the new firebox with the continuation of the fitting of the transverse stays and sling stay bracketry, at the time of writing the outer door plate is being riveted to the outer wrapper as are the doubling plates and the formers for the inner copper door and tube plate have arrived, the copper tube plate has returned back from machining as the thickness of the tube nest and the remainder of the plate is different; 1" for the tube nest and 9/16" otherwise.

The plan being now to get the outer firebox reunited with the boiler barrel to get the orientation correct and the holes drilled whilst forming and creating the new copper inner firebox.

The frames at Chappel have had little work done as like others, we have been assisting with the infrastructure works on the pit road. Some of the brake rigging has been refitted along with the splitting of both piston rods from their cross heads to allow the removal of the pistons for the matching of the valve bores in due course. Again I must add, progress comes at a cost, and donations, no matter their size are greatly appreciated and allow this level of progression to continue. With the right level of financial support, the team in Liverpool can deliver the boiler of the N7 within 2023 thus bringing the return to steam of the N7 even closer.



Team Wednesday members at work on the Tube wagon (Tony Foster)



TEAM WEDNESDAY REPORT SPRING 2023

by Tony Foster

The team has become more involved in repair and maintenance tasks around the site partly caused by the closure of the museum during the Covid lockdowns, rather than seeing through new build projects. We have taken on a number of tasks and have also continued to support in the background events such as DOWT and the New Years Day 'steam up'.

Volunteers more proficient in plumbing have repaired some burst pipes and items of equipment relying on water that were caused by the freeze up in December.

A lot of our tasking comes from Allan Robinson. For example he asked us to build five weatherproof covers that have now been fitted over various inspection chambers along the running track behind platform 2. TW have removed the rotten decking in front of the Bungay coach on platform 2, upon inspection it was found that the decking supports underneath were also rotten.

Among a number of repair options, TW suggested a way around this problem and that would be to bring forward the Bungay coach so that butts up to the platform edge. Thereby removing the need for a decking platform and associated long term maintenance. We have carried some renovation in the "Viaduct" pub, re siting some shelving so that glassware can be more easily reached. Removing an unwanted shelf. Very recently the team has renewed some of the wood on the southern gable end of the roof, which had deteriorated.

TW also fitted GRP stair tread cappings to the steps of the foot bridge as an anti slip measure for visitors. The treads had been prepared by other volunteers and so fitment was quite straight forward.

The old B1 building was made weatherproof towards the end of last year by using timber salvaged from dismantling of the parade of old shops

Rod Terry our sparkie has made progress in wiring/lighting the new running shed. Also repairing various replacing lights and fittings around the museum site.

Another ongoing job that should be completed by the spring is the renovation of the wooden seats from the tube wagon. These seats were removed by other volunteers and TW are now working on them in the storage shed. As requested, drainage holes have been drilled into the hollow seat frames to allow rainwater to escape.

The tube wagon itself is currently in the Running shed and some TW volunteers are removing the floor timbers which are beginning to fail. New flooring will be fitted when materials are available. The old timber will be repurposed into other projects.

As requested, we have removed one pair of the palisade doors from the front of the VRC. They have been removed to the wood workshop where they will be refurbished. They have suffered from a good deal of water damage which seems to be prevalent in that area of the station building.

Preparations are ongoing to refurbish the running in board on platform 2. Timber is being ordered and new lettering in the three required sizes have been made using exterior grade plastic for longevity.



TRACKWORK

by Peter Robinson

As I write this, we are at about the half way point with the winter track work in the yard. Hopefully as you read this, it has been successfully completed and we've been able to get a steam engine out of the restoration shed!

Having had a practice last year with the relay of the curve behind the Goods Shed (and seen the condition of the sleepers upon excavation) it was time to tackle the next part of the yard track renewal - the Pit Road. This job could only be undertaken between January and March due to its disruptive nature but at least it meant the weather wouldn't be too hot!

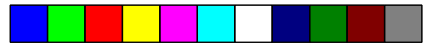
For those who have driven over it, they will have experienced the somewhat undulating profile of the pit approach track. The usual fix of jacking and packing wasn't available due to the track being buried up to the railhead, and we suspected that there were a mix of rotten sleepers and broken chairs so it meant that the only option was to set to with the digger and renew the lot.

The scope of works began to grow when it was established that the current alignment of the sidings would not allow a track connection into the Exhibition Hall with a suitable headshunt. It was therefore decided to use the pit road relay to resolve this problem as well. So what did this mean? Well, instead of renewing a mere 150ft of plain line track, the job would now require 270ft of new plain line, the construction of a new junction and the modification of an existing one, all in the space of 10 weeks. Some side benefits of this are an eased curve onto the pit, and the future options to allow relocation of the buried splitter junction and a possible extension to the inspection pit.

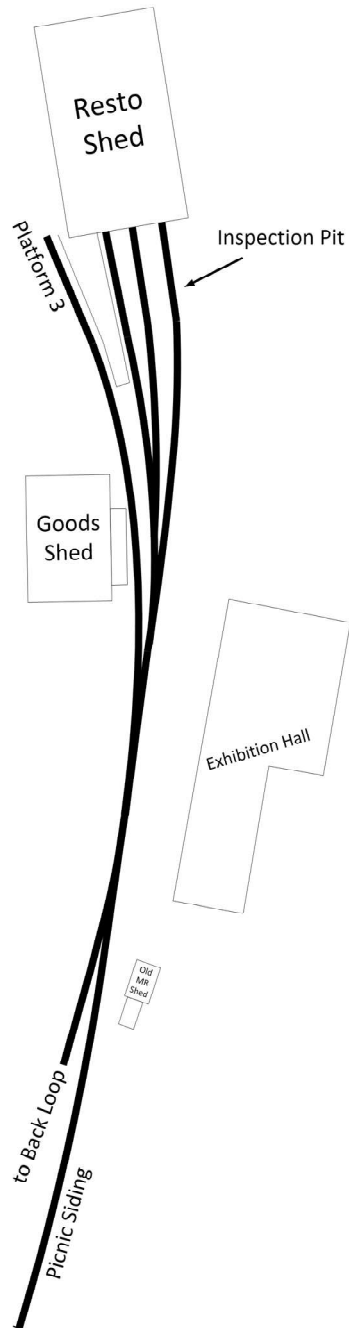
Still, not put off by the prospect of lots of digging, chilly temperatures and the somewhat soggy start, we've seen a great crowd of volunteers come and get involved to see the job delivered, primarily on Wednesdays, Saturdays and Sundays. It's been brilliant to see the turnout, and hopefully those involved have found the experience rewarding as well as a good workout! I must pass on my thanks to the operations, engineering and estates teams as well, not just for working around our disruption, but also pausing their own projects to assist.

If you feel like you've missed out on joining in, there's no need to worry, as there is still plenty of track work to come, including the work to connect up the Exhibition Hall which is scheduled for this year. The opportunity is open to all, so please keep an eye on the volunteering emails for dates and times.

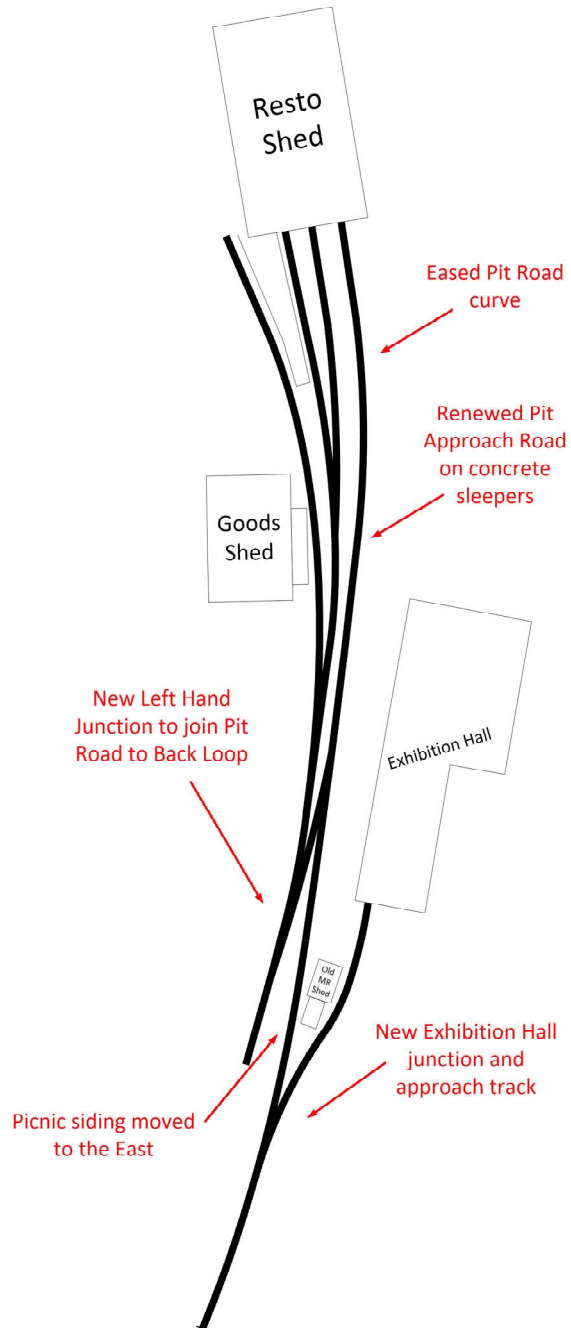
If you would like to get involved with this or any other project at the Museum and do not receive the volunteering e-mails at present, please e-mail the Volunteer Co-ordinator Mike Bradley at volunteering@earm.co.uk



Current Track Layout



Planned Track Layout





Trackwork on 14 January 2023 (Above) James Lloyd, Peter Robinson and Tim Rice, (below) Peter Robinson (photos by Craig Greenslade)





Trackwork on 12 February 2023 (photos by Craig Greenslade)





Steam Gala 23 October 2022 (photos by Craig Greenslade)





STOCK NO LONGER AT CHAPPEL - No.1

WD 190 0-6-0ST, Hunslet works number 3790

This locomotive was built in 1952 for the Ministry of Defence by the Hunslet Engine Company to the design used to supply to the Ministry of Defence and is thus regarded as an Austerity type locomotive.

It was delivered new to the Longmoor Military Railway in January 1953 and stored at Woolmer. It moved to Long Marston in Warwickshire in July 1955 but by February 1959 it was back in store at Bicester. By May 1961 it was in store at Long Marston again.

It was observed at Reading as part of a freight train in December 1967 when it was moved to the Royal Engineers at Shoeburyness.

In May 1971 tenders were invited for its purchase: it subsequently arrived at Chappel on 22 June 1971. On 7 September 1973 it departed for the Colne Valley Railway, where it is currently out of service.

It is seen below in G D King's photos when the Pooley Van was used for giving visitors rides, with a rope across the doorway to stop them falling out! It is unlikely that this would be permitted today due to Health & Safety requirements!





A SALUTARY TALE

You will have seen photographs appear both in Stour Valley Steam and in books published by the Museum taken by Frank Church. The voluntary organisation that held these photographs felt unable to continue to deal with them, and so they were passed to a commercial organisation. However, when our friends at the M&GN Society wished to use some of these photographs, the answer they received advice from the commercial organisation that due to complications following a covid related situation the negatives had been destroyed.

Effectively this collection has therefore been lost and not, as hoped, saved for the future.

A number of individuals have already either passed their photographs to the Museum (or scans thereof) for which we are very grateful. These have been catalogued and scanned, and listings are available for all the photographs in the Museum collection. Whilst this is obviously an ongoing task, we would urge members with suitable photographs to similarly give us access to them, to avoid them being lost to future generations, as has happened in this case.

The listings are available on the Chappel Photographs group on Facebook and are regularly updated.

TRANS PENNINE EXPRESS

by John D Mann

With us East Anglians bereft of timetabled loco hauled trains on the network, a chance to sample the Scarborough to York service last summer was not to be missed. Having viewed one of the five coach sets at close quarters, the overall appearance was absolutely spectacular. The Spanish built rolling stock is pulled and pushed by a Class 68 locomotive, the whole train colour co-ordinated, modern and colourful.

My journey into York started at Malton, the 0959 service with 68031 *Felix* leading left punctually and was soon up to line speed. As the smooth riding Mark 5A coaches swung through sharp curves around Kirkham Abbey, a small signalbox and various semaphore signals came into view. A visit after the 1120 return was imperative!

The seventeen miles were reeled off effortlessly. 68031 cantered through the pleasant outskirts of York, over the River Ouse, drawing to a stand in York bang on time.

Returning to Kirkham Abbey, I transpired that the box - one of several along the route - has listed status. The affable signalman was happy to invite an inquisitive Essex stranger inside, where the lever frame remained intact, block instruments and bell codes were still used and a manually operated wheel controlled the level crossing gates. A scene lifted from a heritage railway, but performing faultlessly with cutting edge train technology passing throughout the day.



(Above) Class 68021 Tiresa at Scarborough with the 1234 TransPennine Express to York, 17 May 2022. The loco was shipped to Czechia in 2017 for trials with the new Spanish built Mark 5A rolling stock, returning in July 2018.

(Below) the listed signalbox at Kirkham Abbey, still operational in 2022.

Both photos by John D Mann



309 EXHIBITION

by Brad Wright (photo by Jaki Collison)

Hello All, My name is Brad, and this is my first article for SVS. I got involved in the museum in a more active capacity last year after visiting the site many times as a youngster. I am training as a volunteer Guard and am involved in the 317 project with Jack Plumb. If I'm not on active duty you can often find me in and out of that vehicle. Outside the museum, I run the Clacton Express Preservation Group, Working on keeping one of the last surviving 309 EMUs intact, with many hurdles faced so far. It's currently sat in a siding in Sussex with no options to bring it "Home". (And before people say, No, it can't come here, as much as I'd love it to!) When I first joined the museum, I got talking to Adam Culling about how I was facing frustrations with the 309 - it turned 60 years old last December but we were stopped from opening up the set due to other priorities at the railway it is stored at. Myself and Adam brainstormed a way the EARM could assist in marking the anniversary of these units. Adam suggested I put together an exhibition in the Heritage Centre, and I was on board from Day 1.

A lot of planning ensued, How best the space (currently occupied by the Thomas 75th Anniversary Exhibition) could be used and what could feasibly be displayed. I put together a list of items I would have liked to display and we set about making the necessary arrangements. I incurred many setbacks over the Christmas period, and things have certainly not been stress-free! But slowly and surely, I worked with the wonderful Adam and Jackie to get something finalised. The display is being installed from the 14th of February, and then should be open to the public from the 15th onwards, and then be up for many months to come. If you get a free moment while on site, feel free to go and have a look at the displays, it would mean a lot to me!

I would like to say thank you to every volunteer who has made me feel welcome so far. I feel like I've only met a slight portion of everyone, however, so I look forward to meeting many others and becoming a fully trained guard one day





GEOFF BACON : AN APPRECIATION

It is my sad duty to report that ex-member, Geoffrey Bacon, passed away in November 2022. Geoff worked initially with Roger Pepper on infrastructure work during the 2000's. He was particularly responsible for production of the Platform 2 running-in board and his tractor skills were of great help during the replacement of the Goods shed sidings.

Geoff also worked with Kris Hoser on the re-panelling of the Gresley coach. This allowed the coach to be weather-proofed, and moved out of the restoration shed so that higher priority work could be started.

He is survived by his son, Julian. The funeral took place on 19th December 2022.



*Geoff Bacon (left)
and
Philip Robey (right)*



PHILIP ROBEY 1954-2022

It is with great sadness that I must inform members of the East Anglian Railway Museum that our collections volunteer Philip Robey passed away on 21st December 2022 after a battle with cancer. Philip join our team in 2018, helping inventory the reserve collection and in doing so found several items that were stored in the wrong location, or didn't appear at all in our collection records! For many years Philip had an interest in military history, particularly the First World War. He was pleasantly surprised by the wealth of information contained in the 1914 - 18 (and later) GER Magazines, and volunteered to use his keen eye to extract interesting stories and about the GER during First World War.

Although Philip was able to return to the museum after lockdown, however his health began to deteriorated and was unable to volunteer onsite. I met with Philip regularly for a coffee and a chat throughout 2022, and even though his illness had taken its toll, Philip was in good spirits when I met with him in November before he passed, even telling me about the militaria he intended to bid for at an upcoming auction - which he successfully won! Although Philip will be sorely missed, I'm sure his research from the GER Magazines will no doubt benefit the museum staff, volunteers and researchers for years to come.



TRUSTEES AND OFFICERS OF THE MUSEUM

Trustees:

Pete Martin (Chairman) - peter.martin@earm.co.uk
Mark Cornell (Commercial & Retail) - mark.cornell@earm.co.uk
Peter Robinson (Health & Safety) - peter.robinson@earm.co.uk
Mark Fogg-Elliott (Treasurer) - finance@earm.co.uk
Mike Stanbury - mike.stanbury@earm.co.uk
Liz Larvor (Secretary) - liz.larvor@earm.co.uk

Heads of Department:

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Carriage and Wagon - Brendan Sothcott - brendan.sothcott@earm.co.uk
Locomotives - Michael Sanders - locomotives@earm.co.uk
Stour Valley Steam Editors - Mark House and Rob Boyce - sv@earm.co.uk
Team Wednesday - Tony Foster and Gordon Humphris - tony.foster@earm.co.uk
Mini-Rail - Rob West - robert.west@earm.co.uk
Estates and Plant - Tim Rice - tim.rice@earm.co.uk
Security - Nigel Hull - nigel.hull@earm.co.uk
IT - Tony Wright - tony.wright@earm.co.uk
Model Railway Liaison - Gordon Humphris - bhmrc@earm.co.uk
Education/Schools - Phil Ainsley - schools@earm.co.uk
Marketing - Darren Johnson - marketing@earm.co.uk
Membership - Darren Johnson - membership@earm.co.uk
Curatorial - Jaki Collison - jaki.collison@earm.co.uk
Volunteering - Mike Bradley - volunteering@earm.co.uk
Telecoms - brian.mcgennity@earm.co.uk

*BACK COVER - two photos the Clacton Centenary Express on 5 September 1982.
(top) is arriving at Clacton (photo by John D.Mann), (lower) is passing Church
Lane crossing at Weeley by Stephen Swingwood.*

*OPPOSITE: during the major trackwork project detailed elsewhere in this edition,
Harry Brooks is seen in Craig Greenslade's photo*

**CLOSING DATE FOR THE NEXT
STOUR VALLEY STEAM
IS 15 AUGUST 2023**



