



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

**Issue No. 76**

**Autumn 2019**

**£1.50**



*The Wirksworth to Duffield Line*

**Ecclesbourne Valley Railway Association**  
(Company No. 5257082 - Limited by Guarantee) (Charity No. 1106810)

**Patron:** William Tucker, HM Lord Lieutenant of Derby

**Company Secretary:** Ian Bowley 164 Cole Lane Borrowash  
Derby DE72 3GP Tel: 07976 630775  
Email: [datman2@hotmail.co.uk](mailto:datman2@hotmail.co.uk)

**Association Secretary:** John Hastings-Thomson  
6 Bosley Mews, Belper  
Derbyshire DE6 2NG Tel: 01773 880586  
Email: [hastingsthomson@btinternet.com](mailto:hastingsthomson@btinternet.com)

**Treasurer:** Lindsey Bowley 164 Cole Lane Borrowash  
Derby DE72 3GP Tel: 07756 011790  
Email: [lkbowley@hotmail.com](mailto:lkbowley@hotmail.com)

**Other Directors:** Mike Ball Tel: 01773 279873  
Email: [peakman1212@talktalk.net](mailto:peakman1212@talktalk.net)  
Mike Craft Tel: 01629 825213  
Email: [mikecraft7@btinternet.com](mailto:mikecraft7@btinternet.com)  
Pat Craft (Marketing) Tel: 01629 825213  
Email: [mikecraft7@btinternet.com](mailto:mikecraft7@btinternet.com)  
Andrew Denham Tel: 01623 623985 / 07525 701951  
Email: [trish-and@talktalk.net](mailto:trish-and@talktalk.net)  
Ben Field Tel: 07796 155791  
Email: [benfield96@gmail.com](mailto:benfield96@gmail.com)  
Eric Hills Tel: 07961 938353  
Email: [eric.hills@hotmail.com](mailto:eric.hills@hotmail.com)  
Mike Parker Tel: 07870 804275  
Email: [Parker.316@btinternet.com](mailto:Parker.316@btinternet.com)  
Joe Ruddock 01629 822800  
David Williams Tel 07833 746048  
Email: [roy-williams4@sky.com](mailto:roy-williams4@sky.com)

**Editors:** Andrew Denham & Trish Birks  
2A Stanley Road Mansfield Notts NG19 0BY  
Andrew: 07525 701951 Trish: 07736 968026  
Email: [ee\\_editor@yahoo.com](mailto:ee_editor@yahoo.com)



**Membership Secretary:** Nathan Cooke, 101 Belper Lane  
Belper Derbyshire DE56 2UH  
[membershippevra@outlook.com](mailto:membershippevra@outlook.com)

**Website:** [www.evra.org.uk](http://www.evra.org.uk) Web Master: Robin Lee

NB. The Winter Edition will be published in January 2020. Contributions are welcome by post or email to the editors at: [ee\\_editor@yahoo.com](mailto:ee_editor@yahoo.com) by **Wednesday 11<sup>th</sup> December 2019** please.

**Front Cover:** Triple header: 73210 "Selhurst" leads 33102 "Sophie" and 33103 "Swordfish" away from Duffield on 10<sup>th</sup> August. (Photograph © John Hastings Thomson)

**Back Cover:** Henry Ellison awaits surgery in pre-op. (Photograph © John Hastings Thomson)

## *Letter from the Editors,*

So, here we are again. Three months since we last put pen to paper in these pages. Already the summer season has been and gone and we have said Goodbye to the Standard 2 that has graced our rails since June

Things have moved at quite a pace recently.

We are fortunate to have acquired the skills and ability of June and Nathan Cooke as joint Membership secretaries for which we are all most grateful.

Between them they have made inroads into the membership database and now feel that they can continue in this role.

We always need and welcome new members so if you know anyone who may like to join us please give them a push in our direction.

The summer steam gala was a huge success and attracted our largest attendances ever, which is a good situation to be in.

The Diesel Gala was well received and was also pronounced a success with a variety of traction including a triple header. Three locos and five coaches! We know MK1s are heavy but...

We never can rest, however. Plans are being laid for the smooth execution of the Santa trains and already planning is underway for next year's events.

Watch this space!

## **CONTENTS**

News Update	Page 4
AGM & Model Railway	Page 4
SO Bar, Jazz & Real Ale	Page 5
Coaches	Page 5
Sales Matters	Page 5
Membership Secretary	Page 6
LMSCA Update	Page 6
Loco & Coach club Appeal	Page 7
Diesel Gala	Page 8
Faraday Update	Page 9
Station Fund Raising	Page 11
100 Club results	Page 11
Dougal & the DMU	Page 12
Cathryn	Page 12
Miniature Railway	Page 14
Santa Experience 2019	Page 15
News from the Pit	Page 16
Steam in the Valley	Page 17
P-Way Report	Page 18
Where's this?	Page 19

## **NEWS UPDATE**

A little doom and gloom always seems to enter on this page, and this time is no exception.

One of our steam engines, "Henry Ellison", has chucked his toys out of the pram and is now awaiting minor but expensive surgery to repair some cracked and broken stays in the boiler, without which we cannot run this invaluable little engine.

It is vital for us to get this sorted out before the end of October as we will need to use this engine in November, on the very popular Shottle Shuttles to provide heating of the coaches. Sadly, Ferrybridge No 3 will be out of ticket by then and will require a 10 year "Heavy Overhaul", and in any case, is not fitted for steam heating.

Once again Dear Readers we are asking (for which read "begging") for contributions to help with the cost of this unexpected breakdown which is expected to be in the region of £5000.

Ahh! The romance of steam! And unfortunately what goes with it, the expense of steam!

See also News from the Pit (page 16) and rear cover picture.

On the other hand, thanks to the generosity of donors to the fund, the new Station Building is progressing very well and should be open to the public in the very near future.

## **AGM 2<sup>nd</sup> November 2019**

**The AGM papers are enclosed with this Express. Please note that this time we would be grateful to members who are attending if they would please bring their EVRA membership card with them, for easy checking at the door.**

## **WIRKSWORTH RAILWAY EXHIBITION**

This will be held in 4 locations in the town over the weekend of 19<sup>th</sup> and 20<sup>th</sup> October. It raises valuable funds for the Association so we hope you will come along and support us. The list of layouts and traders is on the website.

*(See also notice on page 19 of the magazine)*

## **SO BAR**

**Pat Craft**

This has continued to be a useful source of income for EVRA and a way of making contact with visitors. We are recruiting volunteers for next year to augment the existing team of six. If you would like more information and a guided tour/explanation about what is required, please contact me. Full training will be given.

## **CIDER WITH ROSIE EVENING EVENT**

**Pat Craft**

The last EVRA event of the season in the SO, was more than sold out and everyone on board enjoyed themselves and the apple and pear ciders – including the folk group. We are grateful to the train crew and the guard and to the volunteers at Duffield for opening up the Booking Hall and the toilets.

## **COACHES**

**Mike Craft**

A few volunteers have continued to work on the TSO although in recent weeks the new building has taken precedence.

## **WIRKSWORTH STATION BUILDING**

**Mike Craft**

We are awaiting the final certification for the building and are planning the official opening for 9<sup>th</sup> October, when our patron, William Tucker, Lord Lieutenant Derbyshire will open the building.

## **SALES MATTERS**

**Pat Craft**

At present my mind is very much concerned with the move to the new building, which may very well take place in two halves! Already, any newly donated books are being priced and placed in the new building as the current shop is full to bursting! It is an opportunity to sort through the books and other items – if we have time - and only take key items in the first load.

For any of you interested in the retro feel or looking to replacing damaged pieces, we have a quantity of Denby Arabesque pottery, attractively priced, in the shop. If anyone would like further information please contact me.

The season has continued well – although there have been slower days especially when it was extremely hot! As ever, I am grateful to those who help in the shop, donate items, check jigsaws, price books and sell on e-bay, without whom the sales contribution to EVRA's funds would be greatly reduced.

## MEMBERSHIP SECRETARY

There is great news in relation to the membership. Although In early July, Pat Craft took on the job of responding to membership applications and renewals, the initial lack of access to the computer records was a drawback. Now, with the help of John Epton, who devised the system and Ian Cotter (both long-standing friends of Vince and Valerie Morris) we have gained access to the computerised system and records. Mother and son team, June and Nathan Cooke have taken on the Membership Secretary's position.

### LMS CARRIAGE ASSOCIATION Part 1

**John Leather**

If you have ever wandered down the carpark beyond the station you will see the siding on the right hand side which accommodates a number of LMS carriages and a workshop in a container. This area is the sphere of the LMS Carriage Association which has been at Wirksworth for over 10 years.

There are two carriages in the course of restoration. The first is a 3<sup>rd</sup> class open, number 27162, built in 1946. 27162 had been restored at Wirksworth and ran in the train when the Duke of Gloucester inaugurated the line in 2011.

Unfortunately it later suffered serious fire damage and has been partially restored since.



The second carriage was originally a 3<sup>rd</sup> class corridor brake, number 27001 built in 1950 under BR but to an established LMS design. On its withdrawal in 1968, it was bought by the Manchester Ship Canal Company and used for transporting money around its extensive rail system for payment of employee's wages. When no longer required for this purpose, it was acquired by the 71000 Duke of Gloucester Group at Loughborough and intended for use as a support coach. However in

1979 BR introduced new rules which prohibited the use of wooden framed carriages on the national system and 27001 became surplus. The carriage remained at Loughborough for some years until it was acquired by two members of the LMSCA and by 1996 transported to Rowsley.

Compartments had been removed by MSCC, so it was decided to rebuild the interior to an open seating configuration. Some repairs were carried out but not until 27001 arrived at Wirksworth in 2010 did any substantial work commence by which time it was now owned by the LMSCA.

After conservation of fire damaged 27162 we concentrated on 27001 as a brake coach was required. Modification to an open arrangement meant the luggage area could be used as an accessible area suitable for wheelchairs, the adopted two and one seating configuration, giving improved passenger space and comfort consistent with dining uses.

As is usually the case in restoration, there is a great deal more work to do than is first apparent. The original floor comprised steel corrugated sheeting filled with a bituminous compound. Corrosion had taken hold and it was necessary to remove the whole floor and replace it with 25mm plywood. This was a major task and took many months to complete.



In what was part of the luggage area, two additional windows have been provided, adding six more seats and two tables. Externally a large section of the steel panelling has been completely replaced. The whole carriage is insulated by rock wool which was not a feature of the original. This will not only keep our passengers warm in cold weather but prevent overheating in the summer.

Heating is provided by new steam heaters made from 50mm steel tubing controlled by a self-acting thermostatic system to the original design. This involved having bronze castings manufactured and machined on site then assembled using standard components.

A great deal of woodwork has been made on site in our own workshop, including panelling, doors, seat frames and tables. Manufacture of new seats and trimming has also been carried out on site. Presently the carriage is in the shed undergoing full external painting. Lino has been laid by external professionals, one of the very few tasks not to be done by our own volunteers.

All other internal items have been fabricated in house by volunteers who have put years of their time into a project which will be a credit to the Association when it enters service later this year.

## **LOCO AND COACH CLUB**

Please can we remind you of the Loco and Coach Club set up some years ago. Subscribers to this Club make monthly contributions to the maintenance of the three locomotives and five coaches in EVRA's care. *(Contact Pat Craft, details on Page 2)*

## DIESEL GALA 2019

Frank Richards

After having one of the 'cream of the crop' preserved diesels in Warship-class "Onslaught" last year, we knew it would be difficult to follow the same ilk in 2019. We therefore settled on Class 33 33102 "Sophie" which is normally based at the Churnet Valley Railway just over the border at Cheddleton near Leek for our August Diesel Gala. The locomotive has spent many years at the Churnet Valley and has only recently been out visiting having spent some time at the Llangollen gala earlier this year and the Foxfield Railway. One of the temptations for us was, not only having two Class 33 locomotives working together but also sequentially numbered locomotives too! 33103 "Swordfish" has been on our railway quite a while now and has always been a regular performer and a hit with the enthusiasts so it seemed a very good opportunity to reunite sister locomotives. Add 73210 "Selhurst" into the mix and three Southern-region diesels at an event really made it quite interesting. The highlight was certainly the triple-headed run on the Saturday afternoon; undoubtedly traction overkill but great to see and good fun to do. *(See photo on the front cover)*

"Sophie" performed well over the weekend and is certainly a well-kept locomotive. The pair of 33s working together seemed to attract an unusually large number of lineside photographers for us as they gathered at foot crossings and over bridges to grab 'that' photograph.

Also operating at the event was Class 31 31601 "Devon Diesel Society" which was marking a one-year anniversary of coming into traffic with us and Class 14 D9537 "Eric". The latter, of course, now being resident. The 14 is a lovely little engine and we hope to use it regularly alongside the rest of the fleet but it does take a while to train drivers on the operation of the locomotive with it being a hydraulic transmission and it having rods.

It takes a massive amount of time and volunteer effort to run these galas so thank you to all who participated in such a smooth and well-run event. Many hours are spent in locomotive preparation, shunting and general groundwork beforehand often during volunteer annual leave from their day job but it really is appreciated when it all goes well. Here's to next year!



The following weekend was a running weekend for the two Class 33s. Unfortunately, "Swordfish" did suffer a failure during the gala and was doubtful for the running weekend but thanks to our engineers they did manage to get it back into service in time for the event, albeit at 18:00 the night before after trying for several days! *(Photo © Frank Richards)* **Faraday**

## Update

## John Stokes

It's been quite a while since our last update for the Ecclesbourne Express. We have been very busy with not only Faraday but also looking after the rest of the Diesel fleet, as well as running events, assisting with DMU repairs and Road Rail Vehicle maintenance. However, there has been progress.

Since our last report the front left axle box bearing has been re-lined with white metal, after it was found to be in a very poor condition. We are grateful to the 48624 society for offering to let us send their white metal swarf with our bearing for re-lining. This has greatly reduced the cost of the process. This has now been refitted to the loco.

We have also discovered that the rear axle boxes have been fitted backwards at some point by persons unknown. We think they may have been like this for about 3 decades. The loco will need completely lifting off its wheels to rectify this. We can't do this currently so this will be a project for another time.

Elsewhere on the loco, many parts have been painted including the underframes and the buffer beams. The brake rigging has been refitted. During the refitting it was discovered that the right-hand rear brake rigging was slightly bent at the rear of the loco. This explains why the brakes at times would be reluctant to release. With the



application of some heat and a long bar the rigging has been corrected and now the brakes come on and off with ease.

The focus now is exterior bodywork. Just before Christmas a whole new cab front was fabricated in house and fitted to the loco. In recent weeks welding work on the nose end of the bonnet has taken place to remove areas of corrosion. Once this is completed the nose

end can be refitted along with the rest of the bonnet sections. The middle bonnet fits on top on the fuel tank at one end and the nose at the other so hopefully once the nose is complete the bonnet should go back together quickly. Work has also continued in the cab interior with several hours of de-rusting and painting in zinc primer. There is still much to do in this area.

Overall there is quite a bit of work left to do. However, I think we are now starting to see the light at the end of the tunnel. As always thank you to all our helpers.



Relax in the Sun

## The Rising Sun

Rise End

Middleton by Wirksworth

DE4 4LS

Tel: 01629 356320

Delicious Food

Served

Mon-Sat: 12 00 - 9 00pm

Sun: 12.00 - 6 00pm

[www.risingsunmiddleton.com](http://www.risingsunmiddleton.com)



## THE FEATHER STAR

Wirksworth, St John Street  
(main street)

Real Ale House & Record Shop

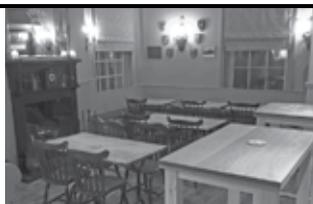
Bringing you the best traditional & modern ale from micro breweries. Wide variety of other beverages and bar snacks available, but picnics welcome!

Open

Monday - Thursday 12-10.30pm

Friday - Saturday 12-11pm

Sunday 6-10pm



HOTEL & DINING

***Large function room suitable for all occasions.***

***En-suite bedrooms. Food available.***

***Large selection of Gins.***

***Local and National Ales always available.***

***Dogs welcome.***

***Outside drinking area.***

**Tel: 01629 822214**

[info@theredlionhotelwirksworth.co.uk](mailto:info@theredlionhotelwirksworth.co.uk)

**Mobile: 0777 261 8883**

[www.theredlionhotelwirksworth.co.uk](http://www.theredlionhotelwirksworth.co.uk)

## FUND RAISING FOR WIRKSWORTH STATION BUILDING

**John Hastings-Thomson**

Firstly, the good news, we have enough money to finish stage one of the building and the toilets and hopefully they will be open to public in the near future.

Secondly: many thanks to all those who have responded so generously to my appeal in the summer edition of the Ecclesbourne Express (No.75). There has been a steady stream of cheques and pledges dropping through my letter box. I have passed them on to the treasurer and you should have received confirmation and thanks by now.

Several thousand pounds have been contributed by this method over the last few weeks, further emphasising that this has been the most successful way of raising funds for the new building.

The bad news is that we need about £150,000 before we can commit to stage two of the building. The reactions to the first stage of the new building have been overwhelmingly positive. People are most congratulatory and contributions on trains, when we have been able to field people to collect, have shown how much our efforts are appreciated.

Two requests:

1 If you have not got round to committing to supporting this project please do so. It is going to make a major difference to the railway and massively improve the facilities we are offering to our customers.

2 If you can please volunteer to collect on the trains, especially at special events. Contact me, see page 2.

We really need this facility as soon as possible. Thank you for your support so far.

**Please keep-up the good work!**

### **100 CLUB Draw Results Autumn 2019**

**Andrew Denham**

1 <sup>st</sup> Prize	No. 153	£76.95	Mrs M Birch
2 <sup>nd</sup> Prize	No. 112	£46.17	Mr A Cushway
3 <sup>rd</sup> Prize	No. 204	£30.78	Mr J Weaver

Congratulations to the above winners Join the 100 Club for a chance to win!

*(See Page 2 for my details.)*

## DOUGAL AND THE DMU

**Rod Woodward**

Thursday 27<sup>th</sup> June, we – me and my owner Rod Woodward, arrive at Wirksworth Station. Excellent, another ride on a train!

However, today is looking different from usual; instead of heading for a window seat on the DMU we are being allowed into the driving compartment. Apparently my human companion made a donation to the New Station Building Appeal and as a thank you is being given a cab ride to Duffield.



Off we go, I am a little worried at first that the driver is not touching the steering wheel but he assures me the train knows the way to go.

The driver is kept busy with other matters, in particular looking out for trespassers on the line and as you can see I am able to help him with this task. The most blatant offenders are a lamb and its mother ambling along the track and a less than bright cat running along one of the rails in front of the train!

Despite these interruptions we all survived the trip unscathed and both my companion and I had a great time! Many thanks go to all concerned.

*(The new driver training program is proceeding quite well - Ed!)*

## 0-6-T S102 “Cathryn” Restoration Update

**Nathan Cooke**

Since the last report on Cathryn, the existing pipework for the vacuum train pipe has been completely dismantled, thread sealant applied and reassembled, which should all now be airtight. This extended from the rear buffer beam into the cab through the driver's side footplate, to link up with the “SJ” vacuum ejector which is already fitted in situ (see photo in issue 72); and from the front buffer beam to a hole in the running plate at the front end of the driver's side water tank.

Continuation of this pipework from the front end of the loco has proceeded with the fitting of new pipework being trained up the front, along the top of the driver's side water tank and into the cab to join up with the vacuum ejector and pipework from the rear buffer beam, thread sealing along the way.

A separate pipe runs from the exhaust steam port of the ejector, out the front of the cab, along the inside and down the front of the driver's side tank, and then forwards, stopping two feet above the driver's side front sand box. This will lead into the side of the smokebox, upon its return, and join up with the blast pipe so the exhaust steam from the ejector and atmospheric air from the vacuum train pipe can be exhausted up the chimney.



The pipe from the vacuum reservoir chamber below the footplate, and the vacuum train pipe have been connected to the steam brake control valve and the vacuum gauge in the cab via copper piping. Vacuum bags and drain valves to the vacuum piping at the front and rear of the loco has been installed, along with a vacuum drain valve in the cab and accompanying pipe

work to allow the driver to drain the vacuum tank for the loco to perform run-round manoeuvres, and to travel as a light engine.



Further work to be undertaken, at the time of writing this includes steam supply pipes from the boiler to the ejector and steam brake control valve.

For readers not familiar with vacuum braking systems, a short description on vacuum brake operation: On vacuum fitted rolling stock there is a piston in a brake

cylinder. When the driver activates the ejector, air is extracted out of both sides of the piston (the train pipe side and the reservoir side) using the power of steam, and the brakes are released. When a brake application is made, atmospheric air is admitted to the train pipe side only, and through a pressure differential, forces the piston upwards causing the brakes to be applied through the connected linkage.

Originally fitted with just a steam brake, Cathryn was never designed to have an accompanying vacuum braking system installed (or steam heating for that matter), so arrangement of pipework and equipment has proved to be quite challenging at times.

Talking of steam heating, work has also taken place on the pipework for the heating system. Mirroring a similar geometry to the vacuum train pipe on the driver's side, the steam heat pipe starts at the front buffer beam, continues up the front and along the inside of the fireman's side water tank into the front of the cab. From the rear buffer beam, the pipework extends underneath the coal bunker towards the fireman's side

rear sandbox, up through the footplate, to link up with the pipe inside the cab from the front buffer beam. Pipe lagging has been applied to various sections of this pipe assembly.



In the cab, the pipework is teed off and a further pipe run will be connected to the steam manifold on the boiler containing an on/off valve, and downstream of this, a regulation valve to allow the fireman to vary the pressure in the steam heat pipe according to the length of the train and heating demands. Drain valves, pressure safety valves and

steam heat bags will also be connected to the system as progress continues.

Work has started on manufacturing another set of side steps to allow footplate crew access to fill the water side tanks; and renovating the injectors which involves stripping and cleaning each of the components and inside the injectors themselves. These will be fitted to the boiler back plate which will allow water from the side tanks to be injected into the boiler by the same set of working principles as the vacuum ejector, except injecting water instead of ejecting air.

Other work completed includes fitting the boiler pressure gauge to the front of the cab; reassembling of the boiler safety valves; testing and fitting the whistle to the cab front; refitting of the original buffers to the rear buffer beam following modification; filling, sanding and painting of the water side tanks; manufacturing of brackets to support vacuum exhaust pipe to the inside of the driver's side water tank; inspection and rectification of oil feed system for oil leaks; modification of the cab windows; assembly and fitting of the cylinder cock valves and pipe installation to carry exhaust steam from steam brake to atmosphere.

## THE MINATURE RAILWAY

**Ron Davenport**

Little work has been carried out towards the development of the Miniature Railway since my last report, as the majority of effort has been put into running the trains themselves. Approximately half of the services have been steam-hauled, with the battery-electric "Tubby" being used for the remainder. So far this year we have carried approximately 700 passengers with a satisfying total of 116 over the Bank Holiday Weekend at the end of May. Assuming a successful Christmas period with the Santa Experience, we expect to finish the year having carried well in excess of a thousand kids and grown-ups.

The length of the line is now about 180 yards so that a return journey extends to just over a fifth of a mile. Until the line reaches a little further towards its intended terminus

adjacent to the Ecclesbourne Way foot crossing, we intend to continue offering two rides per ticket.

Work is about to start under Wash Green bridge on the construction of the new turntable. To make room for this, the existing shed was recently moved a few feet to the south and will soon be fitted with two more roads leading off the turntable (see picture). Following this, it is intended to construct a second shed with roads leading off



the other side of the turntable, and the increase in the shed space resulting will then enable us to accommodate another much-needed coach.

And whilst all this is going on, our little line will hopefully be creeping ever-closer to its ultimate destination a quarter of a mile from the end of platform one!

“Wren” sits close to the site of the proposed new turntable.

(© Ron Davenport)



## SANTA EXPERIENCE 2109



Yes, it's that time of year again. Here are those important dates when Ecclesbourne Valley Railway will be operating its Santa trains.

Sun 1 <sup>st</sup> Dec	10.30	13.00	-
Sat 7 <sup>th</sup> Dec	10.30	13.00	15.30
Sun 8 <sup>th</sup> Dec	10.30	13.00	15.30
Sat 14 <sup>th</sup> Dec	10.30	13.00	15.30
Sun 15 <sup>th</sup> Dec	10.30	13.00	15.30
Thur 19 <sup>th</sup> Dec	10.30	13.00	-
Sat 21 <sup>st</sup> Dec	10.30	13.00	15.30
Sun 22 <sup>nd</sup> Dec	10.30	13.00	15.30
Mon 23 <sup>rd</sup> Dec	10.30	13.00	15.30
Tue 24 <sup>th</sup> Dec	10.30	13.00	-

*(Santa Experiences must be booked in advance, see e-v-r.com for details.)*

I would first of all like to thank everyone who came in over the August bank holiday weekend and did their bit, in whatever capacity, to help make it a success. Even if it was a bit warm!!

By the time you read this article, the Standard 2 will have returned to the GCR. I venture to say that having this large (by our standards) loco around has proved an even bigger draw than the last two years with the Jinty. We have made even closer ties with the GCR and their crews to the benefit of all.



There is good news and bad news concerning our two Barclays. No 3 has had its 10 year boiler certificate extended until the end of November. Then a decision needs to be made about what to do regarding its overhaul and thus its next 10 year boiler ticket.

The bad news is that Henry Ellison has at least 4-6 broken stays in the boiler. Those of you who have been recent visitors to Wirksworth will have seen the forlorn sight of Henry being stripped down so the stays can be accessed for repair. It is likely to cost £5,000 for the repair work.



Whilst EVRA can find this amount of money, it would mean that other projects will have to be placed on hold. I would therefore like to appeal to you for the funds required for the repair work.

*(Photos © S. Frampton)*

**Please, if you are able,** consider contributing towards this unexpected repair by sending any donations to Pat Craft as soon as possible, indicating that it is for the boiler repair to H.E. Please make your donation Gift Aid-able if possible. Henry Ellison needs to be back in traffic in late October to ensure that the November 'Shottle Shuttles' will take place with steam. These events were extremely successful last year and it would be a great shame if they could not be repeated this year.

*(Pat Craft's details are on page 2.)*

## STEAM IN THE VALLEY OVER THE YEARS

Martyn Ashworth

For many years there has been a great deal of co-operation between the EVR and the GCR (Great Central Railway) and specifically with the loan of guest locomotives. This process got fully underway in 2011 when we lent 78019 to the EVR for the reopening special trains and for a five week loan period. This went very well indeed and paved the way for future ventures.

The railway have since hired in the 1874 well tank “Bellerophon”, the GWR 0-6-2T loco number 5643 and Andy Booth’s L&Y A class loco 1300, or 52332 in BR numbers. Then came the EVR 150<sup>th</sup> anniversary year in 2017 and what better loco to bring in than a Midland 3F tank loco, often called a Jinty, for this historic occasion, and so we obliged by lending Roger Hibbert’s 3F loco number 47406 for the season. At the time of writing these notes, 47406 is the only working 3F in the world – for those of us who remember her at Barry Island stripped of literally everything, this is an incredible achievement.

47406 returned for the main 2018 season and once again looked right at home in the valley. In 2019 EVR operated an extended steam season. TWO guest steam locos were in attendance – Andy’s A class returned from Easter until mid-June then our “other” standard class two loco, number 78018 took over and operated until early September. For one weekend only, June 15<sup>th</sup> and 16<sup>th</sup>, two ex BR steam, tender locos operated on the EVR and passed at Shottle – a truly historic moment. When was this last seen?

So co-operation is alive and well between our two railways and although we do crew our own locos we always have an EVR crew member with us as well so we all just “muck in” and get the job done. The EVR crews have welcomed the guest locos as it has given them the opportunity to have a go on locos that they would not otherwise have a chance to and it has also been an informal “training” opportunity which is helping to prepare the EVR crews for the day when regular steam running commences on the line to Duffield using “Cathryn” or “The Duke

From our perspective, it gives our locos a run out on a branch line rather than on our double track mainline – this requires considerably different driving and firing techniques and also it allows our locos to earn some extra hire fees which all go in to the respective pots to pay for the next ten yearly overhauls. 78019 is now coming to the end of her extensive ten yearly overhaul, then 46521 will need one and before we know it so will 78018 – though we still think of her as a “new” engine. Even the Jinty will need one soon and her last steamings in this ten year period will be in November 2019. Those ten years seem to have flown by!

So, all of us at the GCR wish the Ecclesbourne Valley Railway well in its endeavours and we are happy to continue the healthy spirit of co-operation which exists between the two railways long in to the future. It is this spirit which will help to allow our entire movement to continue to grow, thrive and most importantly, survive, in an uncertain future.

## **P-WAY REPORT September 2019**

**Graham Clarke**

Work this period has been more varied than previously this year. We completed re-ballasting the worst part of the fouled ballast area around milepost 137 near Shottle. There is still much to be done here, but with the worst fouling dealt with, this allowed the temporary speed limit to be raised. The new drainage here has been tested by several heavy downpours and seems to be able to cope.

Spot re-sleepering with hardwood sleepers and Pandrol baseplates at rail joints has continued near Barnsley Lane and this treatment seems to be working well as the ride over the joints feels better now.

The focus of our attention has shifted northwards to deal with the track between footpath crossing F13 (40 steps) and overbridge 24 (Derby Road 1). The track here suffers from the same problem that we had at milepost 137, namely water running on from lineside fields bringing with it soil. The problem is particularly bad near to Derby Road Bridge, where the track was completely covered with silt and vegetation. There were even reeds growing in the cess! We had tried to improve the drainage here by clearing out the existing cess drains but the pipe was broken in lots of places. We decided to bite the bullet and dig out the blocked drains. We now have an open ditch each side of the line and the track has started to dry out. The ballast is badly fouled though and we are planning to relay some of this track this winter. To this end, we have started to stockpile concrete sleepers nearby in preparation.

The new ditches have been useful in dealing with wet beds on the track and we were able to fix one near 40 steps crossing by digging a channel from the wet area into the cess drain then re-ballasting. Some spot re-sleepering has also been done at various other points along the whole line.

September sees the welcome return of the Birmingham University MSc students and this year we are asking them to construct another new siding at Wirksworth. Before they can do this, we have had to do some site preparation here. The new siding will be between road 2 and the existing siding that the Pullman buffet is parked on.

There is a large work bank of tasks in prospect and we continue tackling them in priority order. New hands are always welcome and you can be assured of a warm welcome and a cup of tea (and sometimes cake!) if you can spare some time to join in the essential work of maintaining the infrastructure of the railway. We work on Tuesdays, Wednesdays and Thursdays.

Please contact Mike Fairburn on [mikefairburn57@live.co.uk](mailto:mikefairburn57@live.co.uk) for details.

**16TH WIRKSWORTH  
MODEL RAILWAY EXHIBITION**

at Wirksworth Town Hall, Parish Rooms, Memorial Hall

**\*PLUS - NEW VENUE at Wirksworth Church\***

**Saturday 19th & Sunday 20th October 2019**

Saturday 11.00 am - 5pm Sunday 10.00 am - 4.00 pm

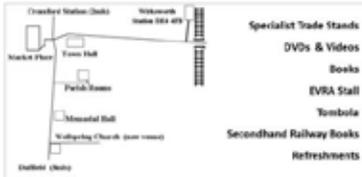
Layouts in various gauges

Exhibitors and Trade Stands will be listed on the website

[www.evra.org.uk](http://www.evra.org.uk) & [ukmodelrtricity.com](http://ukmodelrtricity.com)



**\*NB. FREE PARKING at Wirksworth Station DE4 4FB!\***



Combined admission (per day) covering all venues £6.00

Senior/under 15 concession £5.00 Family (2+2) £12.00

\*Ticket holders can get a reduced rate on the Ecclesbourne Valley Railway on the day.\*



**Sponsored by Ecclesbourne Valley Railway Association**

Registered Charity 1136620

No prizes for guessing but where on the railway is this?

*(Answer in the Winter Edition of the magazine)*



**BROOKE - TAYLORS  
SOLICITORS**

*in the heart of the Peak District*

For help and advice with:

- Property, Houses & Land
  - Accident & Injuries
  - Civil Litigation
- Divorce, Family & Cohabitation
  - Wills & Tax Planning
- Administration of Estates

Tel: **01298 22741** Fax: **01298 77065**

e-mail: [post@brooke-taylors.co.uk](mailto:post@brooke-taylors.co.uk)

Come and see us at:

4 The Quadrant, Buxton, Derbyshire, SK17 6AW

**DERBYSHIRE OO WAGONS**



**SPECIAL EDITIONS BY DAPOL**

**BOWNE & SHAW, of Wirksworth.**

4 plank wagon, red with white letters shaded black, edition of 200 £13-00.

**S. TAYLOR FRITH, of Peak Forest.**

Red with white letters shaded black, limestone load, edition of 200. £13-00

**BUGGLESKELLY GAS LIGHT AND GENERAL TRADING**

Postage: £3-50 for up to 3 wagons.

Available from Bagnall Locomotive Group,  
13 Trenchard Drive Buxton SK17 9JY.

