



Ecclesbourne Express

*Newsletter of the Ecclesbourne Valley
Railway Association*

Issue No. 63

Summer 2016

£1.50



The Wirksworth to Duffield Line

Ecclesbourne Valley Railway Association

(Company No. 5257082 - Limited by Guarantee)

(Charity No. 1106810)

- Patron** - HM Lord Lieutenant of Derbyshire, William Tucker.
- Secretary** - Mike Craft,
Director) - Honeysuckle Cottage, 35 Rise End,
Middleton-by-Wirksworth,
Matlock, Derbyshire DE4 4LS
Tel - 01629 825213
email - mikecraft7@btinternet.com
- Other Directors** - John Ball - Tel - 07419 759398
email - johnball187@yahoo.co.uk
Mike Ball - Tel- 01773 279873.
email - mball8@sky.com
John Birkinshaw - Tel. 01332 781040. co-opted.
email - johnbirkinshaw@btinternet.com
Ian Bowley - 07976 630775 - co-opted.
email - datman2@hotmail.co.uk
Geoff Clark. Tel - 01332 669497.
email - geoffrey.clark3@ntlworld.com
Pat Craft (Marketing) - Tel. 01629 825213
Andy Denham - Tel. 01623 623985 / 07525 701951 - co-opted.
email - trish-and@talktalk.net
John Hastings-Thomson - Tel. 01773 880586
email - hastingsthomson@btinternet.com
Eric Hills -Tel: 07961 938353
email - eric.hills@hotmail.com
Mike Parker – Tel. 07870 804275
email: Parker.316@btinternet.com
Joe Ruddock - Tel. 01629 822800.

Membership

- Secretary** - Vince Morris - 530 Kedleston Road, Derby
DE22 2NG Tel. - 01332 551072
e-mail - membershipsecretary@evra.org.uk

- Editor** - John Hastings-Thomson, 6 Bosley Mews, Belper
DE56 1BU email - hastingsthomson@btinternet.com
Tel. 01773 880586.

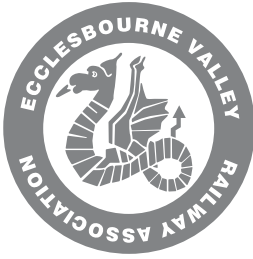
Website: www.evra.org.uk Web Master - Robin Lee.



Next Edition will be published in October 2016 – Contributions welcome by email or post to John Hastings-Thomson, see above, by **September 23rd 2016**.

Front Cover – Ecclesbourne Valley in the 50's? Photo Charter. *Leigh Gratton*.

Back Cover – Classic Bus Rally, 3rd July. *Barry Knapper*.



NEWS UPDATE - Mike Craft

We have received a substantial legacy from the estate of retired farmer Samuel Winfield. During his teenage years, Sam lived close to the Ecclesbourne Valley Line and greatly enjoyed travelling on it. In the later years of his life, Sam was delighted to once again ride along the line. He was very impressed by all the hard work done by the Association's volunteers to get the line back into use. He wanted to play a part in ensuring the line's continuing success. Sam indicated in his will that the money he left us should be spent on projects on the railway, to further our charitable objectives. These include the maintenance of the track and the maintenance of rolling stock and equipment. This totally unexpected legacy will enable the EVR to leap forward several years and to accomplish items on the railway's wish list.

EVRA's main priority is to finish the restoration of Cathryn and to have her running next year in time for the various anniversary celebrations. We have been able to purchase a BSK Brake Coach from the Mid-Norfolk Railway so that our set of coaches can run as an independent set on the EVR. We have been in discussion with Wyvern Rail about their priorities which fit into the criteria. We have agreed to buy materials etc. to improve the track over a 5 year programme. Plans for a secure steam engine shed and facilities, including a public viewing walkway are being drawn up and there is the possibility of removing the dust dock adjacent to platform 1. In addition it is hoped that it will be possible to upgrade the electricity supply at Wirksworth to accommodate the current level of usage.

I have been asked whether regular donations for the upkeep of the Barclay engines and the coaches are still needed in view of the legacy. As the money has been given for projects, we would be grateful if you are willing to continue these regular donations in order to finance ongoing repairs, general maintenance etc.

If you have noticed something missing from your envelope you may be pleased to know that we are not running the Annual Draw this year, but instead in view of the various anniversaries, we will be running an anniversary draw next year with more substantial prizes.

The AGM will be held on 12th November at the Red Lion, Wirksworth and the papers are enclosed. I am aware that some people missed the AGM last year, so please seek out the papers in the envelope and keep them safe. If you receive the Express by e-mail the papers will be attached. Our circulation in October would not meet the legal notice requirement.

Another date for your diary is the 14th Wirksworth Model Railway Exhibition which will be held on October 15th and 16th, together with the annual book sale in the EVRA shop.

Thanks are due to Geoff Clark and his team for achieving the fund raising for the Duffield Booking Hall within a year and for their ongoing work to finish the building and paint it.

The steam hauled Jazz and Real Ale Night on 7th May in the newly restored SO was a sell out and was a great success in spite of the downpour as everyone arrived. The top and tailed rail cruise on 11th June was not so well supported but those present enjoyed themselves. The final event is the steam hauled Cheese and Wine evening on July 30th; tickets, which must be pre-booked, are £19 per person available from me, the EVRA shop or via the website. The tickets include a plate of selected cheese and biscuits and a free glass of wine on both the outward and inward journeys.

EVR's first car boot sale on May Day Bank Holiday Sunday attracted over 150 people to see what was on offer and although the stall holders were cold by the end (it was a bit like winter!), they were all satisfied and offered advice for the next event. This is on 18th September and armed with the feedback we hope that it will be even better. If you would like a pitch (£5 for one table) please contact me and if you want to come along to see what is on offer, we'd be pleased to see you.

Work on the SO was completed in time for the Jazz Night and both the CK and the SK are now in service as part of the tea/dining train. John Allsop did another splendid job on the paintwork of the SO, see photo in the centre section.

Steam driving experiences have been more popular this year and only two dates out of 32 are not booked. Steam for the public on the incline continues to be very popular.

SALES MATTERS - Pat Craft

The weather has not always been favourable and there have been some poor days but also some amazing days in the shop and I have to thank all the volunteers who continue to take the rough with the smooth! The bric a brac sale brought in £515 but with other associated sales and an auction still to come will probably top £1200 this year – a truly staggering amount. It helped having the car boot sale on the Sunday.

Once again, if you are bringing large quantities of books, magazines or any other items, please contact me first, since we have little storage in the shop and on some days there have been boxes of items delivered, forming a hazard.

WYVERN RAIL REVIEW - Mike Evans.

The new timetable this year has been to say the least controversial. The Duffield service train is the main cost to the Railway and I needed to revamp the timetable from last year, when we ran too many Wednesdays and Sundays which were the least profitable days of the week. The Permanent Way team also needed midweek track access for changing rails, sleepers and ballasting. Predicting whether to use 1 or 2 car units is still difficult as there is still no set pattern to passenger numbers but for 3 consecutive weeks Sundays have been the busiest day of the week, proving that the 1.12 from Duffield is a popular time.

The grant of £74,500 from the DFT for the new railcar visitor centre will enable all the rolling stock to have bogie examinations and should be complete by Christmas.

My Test Track.com still continues to be the backbone of income for Wyvern Rail. Clayton Engineering will be testing another loco, a 1930's Blackpool tram is due to arrive shortly and the tamper will return. The arranging of these customers is very time consuming, which Martin does behind the scenes.

On the catering scene the afternoon tea trains are proving very popular and are filling fast. Morning brunch has still a long way to go in gaining popularity but it gives the buffet staff time to adapt to a new project. The Friday dining train bookings are slow this year and new ideas for advertising are being considered. On the Wirksworth carnival afternoon the Buffet did exceptionally well and I wish to thank the LMSCA who volunteered their time cooking meals in the BSK which boosted Wyvern Rail's revenue for the day.

We have a Diesel Gala scheduled for the 6th & 7th August which will see a Class 20 locomotive return to Wirksworth. This is a first for hiring a loco in, which will be D8098 from The Great Central; it will remain at Wirksworth for 3 weeks. The event will feature 2 train running and 3 locos on the Saturday evening train which, for the first time will be serving curry meals.

SUMMER 2016 MUSE – Vince Morris.

I'm in contemplative mood for this edition: our railway is maturing nicely, but we cannot afford to relax and say job done. Times change, consider the following:

In the age of steam most kids left school at 16. They experimented with a few dead-end jobs, with the opposite sex and with tobacco and alcohol. By their early twenties they had settled on a job for life, got married, gave up getting drunk and started a family. The young husband went out to work, the young wife stayed at home to look after the kids. The children followed the same cycle, so our original kids were grandparents in their forties, great grandparents in their sixties. Then they retired and died. So, at any given time there were four generations of a family: the young children, their parents, at least one of whom worked, their grandparents, still working and their retired great grandparents who did not hang around for long. In the typical family there were two generations working and paying taxes. Generalising, the younger workers taxes went to pay for their children's education, the older workers taxes went to pay their parents pensions.

In the electronic age, most kids go on to some form of higher education, be it a degree or an apprenticeship, and several do not even start earning until their early twenties. They then have to develop their career, be it in hairdressing or doctoring. There are exams to be passed and paper qualifications to aim for, which means that they have to change jobs frequently to improve their CV (In the age of steam a CV was a Citroen to which you aspired), before they can consider marriage and/or parenthood. Whilst developing their career they must, naturally, ensure their work/life balance is maintained, which means regular holidays and lattes. The kids come along in the mid to late thirties, but both parents must continue working to pay the bills. If the trend continues, grandparents will already be retired before their grandchildren start their 20 years of education, and those same grandparents will stick around for decades before

they die (useful for baby sitting unless social mobility has dictated that the off-spring must move hundreds of miles away to “improve their standard of living”). This means that there is only one generation working and paying taxes, and those taxes will have to support the extended education of their children and the extended retirement of their parents. Most of us can just about (i.e have to) afford this style of living at the moment, but for how much longer before reality catches up and we have to admit that we are living beyond our means: monetarily, socially and physically. Reality is slowly dawning as A&E fills up, stay-at-home kids become a more common species and libraries and swimming pools become a financial burden rather than an essential adjunct to society.

But what is the relevance of this to our railway? The relevance is that as society changes and we cannot predict precisely how, so our customer base will evolve over the coming years. It is probable that the discretionary pound (the one we can spend as we wish; probably, being human, on ourselves) will be spent more selectively than before. If our railway is to survive we have got to ensure that we offer an experience that our customer wants to spend his or her money on. To this end we must ensure that we remain up to date in the products we offer, even if the products themselves are based on nostalgia. We must embrace the future technology, discreetly behind the scenes, so that the end result is still a heritage railway. But unless we move with the times the wave of competitors for the leisure pound will drown us.

We all love our heritage, we all love the traditional ways of doing things, but the reason that it is our heritage and not our present is that times have moved on. If we don't keep up with the present, and embrace the future, our present will reflect our past, and that is what led the demise of our type of railway in the first place. I doubt that Teddy Bear days, Murder Mysteries and Tunes and Chips were what motivated the developers of the railways in the 19th Century, but if that is what brings in the customers in the 21st we will just have to grin and bear it, even if it upsets the purists amongst us. I'd rather have a teddy bear special than a length of overgrown, litter strewn derelict track. We must strive for a balance between our remaining steam age generation and the screen swiping youth of to-day, and remember the old adage: Everything that existed at the time we were born is a given, everything that is invented up to our 30th birthday is life changing and will save the planet, everything that is invented after we are thirty will lead to the end of civilization. I know it is true: I'm twice thirty and some! Told you I was in a contemplative mood.

EDITORS THOUGHTS.

Mainly due to the efforts of Joe Carver supported by other members of the steam team, Ferrybridge No. 3 has received a long overdue repaint recently and the results can be seen in the centre section.

The team working on the Duffield Booking office have made good progress and their efforts can also be seen in the centre section. It is proving to be a long job to paint the exterior, especially as the weather has not been very kind recently. As soon as the painting is done, work on fitting out the inside can commence.

Good to see Faraday has new owners committed to keeping it at Wirksworth.

DERBY LIGHTWEIGHT PRESERVATION GROUP - Norman Ashfield

The DLPG hope to make major progress with the restoration of its sole remaining 1954 Derby Lightweight twin this autumn, so the set can run regularly on the railway. The power car 79018 was completed some years ago with the help of a Heritage Lottery Grant, but whilst waiting for completion of its trailer car 79632, which has no Grant assistance, has suffered from a leaking roof and needs a complete repaint. Paint does not adhere well to aluminium bodies, and the extremes of weather take their toll. The inside of the car has had to be stripped again and the ceiling panels taken out, to cure the rainwater ingress (*planned to take place by the use of new, different, rivets in the maintenance facility, by the time you read this*). It will also have to be rewired to work with the Ecclesbourne stock.

As a BR test car the trailer had its floor removed for the insertion of heavy track-testing equipment, and this has already had to be replaced. The car has already been correctly rewired, but must be emptied of stored components, and needs the building of a new toilet, fresh interior paneling and all its seating frames rec-chromed and then upholstered. Matching linoleum is required for the floor, plus, of course, a complete repaint. Both vehicles need more underfloor work too, but if they are restored simultaneously, at last they can be put into traffic together.

Have you Joined The “100 Club” yet?

Help fund projects to develop the EVR.

REMEMBER

“YOU HAVE TO BE IN IT TO WIN IT”

**With your help we can achieve so much more.
Membership is open to all, including
non members of EVRA. All welcome!**

**Volunteer’s Buffet. Saturday 19th November 3.00pm
All this year’s active volunteers welcome.**



Faraday has new owners. *John Stokes.*

Ferrybridge No. 3 repainted.





New Booking Hall progress at Duffield.

EVRA MK 1 SO restoration complete.



R & R Motors

*Vehicle Services
& Repairs to the
highest standards*

Station Road,
Coldwell Street,
Wirksworth, DE4 4FB

Phone:
01629 823336
07929 269262

MALT SHOVEL

Wirksworth Moor.

01629 822427.

“A family run pub.”

Linda and Chris welcome all visitors
including walkers and dogs.

Open 7 days a week.

Sunday to Thursday
12 noon until 12 midnight

Friday and Saturday
12 noon until 1 am.

Food

Monday to Saturday 12 noon-8pm.
Sunday Roast 12 noon-4pm.



HOTEL & DINING

Large function room suitable for all occasions.

En-suite Bedrooms. Open All Day.

Dining in The Den.

Car Park at rear.

Acoustic nights every month

Guest Ales always available

Tel: 01629 822214

info@theredlionhotelwirksworth.co.uk

Mobile: 0777 261 8883

www.theredlionhotelwirksworth.co.uk

FARADAY, WHAT'S HAPPENING? - John Stokes

Hello friends. Some of you are probably aware by now that something is happening with the diesel shunter Faraday. I thought that I would write a note about what is going on.

Shunting in Wirksworth yard can become challenging and expensive when LJ Breeze is away down the line. DMUs are difficult to shunt with and large main line locos burn five pound notes like they are going out of fashion.

Back in February a group of us thought that it would be a good idea if we could try to purchase Faraday as it was up for sale. If we can get Faraday running again this will help solve some of the aforementioned problems. Faraday has been out of action for around six years and is in need of restoration.

Fast forward to May and the sale of the loco was finely completed. There is however still a long road to travel before Faraday sees action again. What I can tell you is that it is not in such a poor condition as we were initially lead to believe. Rumour had abounded that the big ends in the locos engine were damaged and that the whole thing was a no hoper. On closer inspection this was found not to be the case. The knocking noise that could be heard was a problem with the engine's fuel injectors. As I write these have just been refurbished by a firm in Mansfield.

We also found that the fuel filters have not been changed for some time and these contained what can only be described as brown sludge. This may also explain some of the other engine starting issues and its reluctance to run smoothly.

As well as this several other jobs have been tackled including the fixing of the speedo drive and sourcing of bearings to make the tacho work again. For the tacho job the vast sum of £3.50 has been spent. Amazing how such small items can make a big difference.

There is still lots to do including changing filters, bodywork, cab interior, electrical problems and sorting out the donkey engine. These things will all take time to sort. We are working our way through the faults and will let you know how things are progressing as we go along.

Loco ownership is a first for us. Graham Stokes, Oliver Hodgkinson and myself are most grateful for all the help and support we have received on this project so far. Particular thanks must go to Mike Evans for negotiating the purchase from the original owner, Jason Busby for his Ruston knowledge, Tim Oaks and Derek Mason for the moral support and good advice. We would also like to thank the 8f Group and the DMU team for their practical assistance. We hope to have the loco up and running soon.

DMU REPORT - Leigh Gratton.

It has been fairly steady in regards to the DMUs on our line just recently. The load has been shared more by the diesel locomotive operations on a Tuesday. This has enabled us to settle into a rhythm with 55006 back in traffic after the vacuum cylinder repair earlier this year and the 108/119 hybrid two car settling down to run well. This two car did have its own repairs carried out after strange electrical faults were manifesting themselves as a permanently sounding buzzer when more than one car was in multiple on the front and a fault also causing the lighting fuse to blow regularly. Both of these are now happily history and the set has performed excellently for a few months now.

There's two projects on the go at the moment. One is the 'bubble' for the Permanent Way team which was temporarily on the back burner whilst the revenue earning fleet took priority. But, recently a new recruit who happens to have skills in welding has taken an interest in the vehicle which has helped to kick start work now that the operational fleet are doing well. Repairs to the steel structure underneath the south end fibreglass dome are on the priority list to get the vehicle water tight. It will then be painted and presented to the PW team for internal work. Hopefully work will progress to the mechanical side next season. Thank you to all of those people who have contributed financially to this project as, even though it may seem like nothing has happened with the money, it is all there and being used as and when that part of the project comes around.

Possibly the more prestigious work is on the Derby Lightweight twin. Work has started on repairing the roof to the power car M79018 which has been suffering from failed riveted seams. The water ingress from this issue over several years is the reason for the once-restored interior needing to be ripped out once again. Steps have been taken to ensure that this doesn't happen again once we have done it and it is exciting that this work officially marks the start of the restoration of these unique vehicles on our railway.

Their well-known little sister, Iris, has also been receiving work in the background which is why it hasn't seen service over the last few months. A fairly large dynamo failure meant that the batteries weren't charging. Large sums of money were discussed for its repair and spares were not found so the decision was taken to convert the vehicle to alternators as per all of the other DMUs. This work has been progressing which involves modifying pulleys and wiring.

Next in line for work is Class 101 power car M51188 which is now looking shabby on the outside even though it has a nice interior. It is planned to get this vehicle into the dry for a repaint soon.

BAGNALL LOCOMOTIVE GROUP PROGRESS REPORT

Tim Oaks.

Work on the frames continues steadily under cover in the maintenance facility. A suitable space became available and the frames were moved inside before Christmas.; the EVR shunting team did us proud, thank you all. This is making work on the motion much more efficient, and it is very good to hear the sound of rain pattering on the roof overhead, we have set up some lighting so we can see what we are doing.

The top of the cylinder block has been cleaned down and painted and all wasted threaded studs removed; Twiggs of Matlock have manufactured new smokebox floor plates and these have been trimmed to an exact fit.

Both sets of coupling rods have been refitted. Detailed examination revealed rather more wear in the motion than we would have liked; the big end brasses were a loose rattling fit in the big end straps and the note they sounded was horribly similar to the noise the locomotive made during its last days in traffic. We decided to renew the bearings and two new bearing sets have been purchased from LMS; these will need to be machined to fit in due course. The eccentric straps have been re-assembled on the crank axle and fitted with lock nuts and cotters.

The valve connecting rods were also found to be a loose fit in the guides, so the guide block has been taken down and the bronze bushes pressed out with help from the LMSCA. Simon has spent several days machining new bronze bushes, for the guide block, valve chest and front valve chest cover. The valve gear is now all ready for re-assembly but we are leaving this until the re-alignment of the slide bars is complete so that there is room to work. The slide bars were very carefully checked and Mick discovered they were out of alignment with the centre line of the cylinder. This is being adjusted with new shims machined to suit, a painstaking job which has taken many Saturdays but is nearing completion. The crosshead slipper blocks have been re-metalled and machined at Loughborough, who also very helpfully allowed our team to use their machine shop to reduce the inside diameter of the new piston rings.

Preparation work on the boiler is now complete. Mick and John have been doing some very skilled work. Last summer they succeeded in removing the old firebox tube plate, which required the drilling or cutting around of all the stays and seam rivets, then applying a chain block at one corner and a sledgehammer at the opposite corner. As many as possible of the copper stays have been patiently unscrewed from the throat plate; three sheared and have been left for LMS. The crown stays and sling stays are out, the palm stays have been refurbished and the threads cleaned ready for re-use. This should all save time and expense once the boiler goes away. LMS are reported to be moving to new premises so we still await our place in the queue. We have already purchased the arsenical copper blank for the tubeplate and LMS have prepared the

stay slings ready for re-use. We are very grateful to LMS for the loan of an extra long gas cutter which enabled Mick to reach the furthest crown stays. Many of the crown stays were in a very bad way, necked to a point at the firebox crown or even eaten through completely. Proper water treatment is a must! All the old threaded studs have been removed from the backhead.

The stores van is starting to suffer in the rain. Two new doors have been made and fitted, more general body repairs will soon be required – so we have acquired a second van from the old Buxton depot!

The model wagons are continuing to sell well, see advert on p15.

EVR TIMETABLE: February - April 2016.

Day Rover Fares will be: Adults £13, Concessions £12; Children £6.50; Families (2+3) £33. Special Event Fares may be higher.

Wirksworth to Duffield, In July and August trains between Wirksworth and Duffield will operate on Saturdays, Sundays, Tuesdays, Wednesdays and Thursdays. The Wednesday Service will not run in September. Please see also below for the Special Events Weekends. The services are operated using Heritage Diesel Railcars.

Steam Trains to Ravenstor on Saturdays and Sundays during July and August except August 6th & 7th . Also Monday 29th August. Supplementary Fare charged.

The timetable is more complex this year, Please see website or printed timetables for details

SPECIAL EVENTS.

Cheese and Wine Evening. Saturday 30th July 2016

A special steam evening. Ticket £19 from Mike Craft or the EVRA Shop.

Diesel Locomotive Weekend August 6th-7th.

Visiting Class 20 Locomotive. Two Train Running.

Tunes & Chips Evening Land Cruise. Saturday 3rd September.

Full details at www.e-v-r.com or phone 01629 823076.

Join us at our 1950's Weekend

Saturday 27th - Monday 29th August 2016

Jazz Band, Displays and 1950's Costumes

Discount travel for those in Fifties Attire.

Prize for the best-dressed person

Murder Mystery Evening Land Cruise

Saturday 27th August 2016 at 19:00

Model Railway Exhibition. 15th-16th October.

Three Venues in Wirksworth.

Jazz and Chips Evening Land Cruise, 15th October.

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

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.



CORLEY STATION

334

334 CRW

ILKESTON LAKELANDS

B6

30

YNU 351G

BOSCOMBE

118

YNU 351G

BORROW