



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

**Issue No. 75**

**Summer 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: 01332 676396/07976 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** **Position Vacant**

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

**NB:** The Autumn Edition will be published in October 2019. Contributions are welcome by post or email to the editors at: [ee\\_editor@yahoo.com](mailto:ee_editor@yahoo.com) by Friday Sept 20<sup>th</sup> 2019 please.  
(\*Please note our new email address.)

**Front Cover:** Std2 No 78018 passes L&Y 52322 at Shottle Station (**Nathan Cooke © 15.6.2019**)

**Back Cover:** Class 14 D9537 en route to Wirksworth (**Martyn Tattam © 15.6.2019**)



## *Letter from the Editors,*

## **CONTENTS**

We have the sad duty to report the recent deaths of not one, but two members of the Association.

Vince Morris, our membership secretary for many years and Andrew Ormond, a guard with many years of service, both passed away on the first of July this year. Our heartfelt condolences go to their families at this difficult time.

We must apologise for the late issue of this magazine owing to a combination of circumstances and delay with producing the year end accounts

The new station building is well under way, now being weather tight at last. With plastering and most painting done we can see light at the end of the tunnel. The new toilet block is also approaching completion - eventually, to the relief of all.

It's high summer, so, by the time you read this, the Steam Gala will have been held and gone. With two steam engines in operation on the main line alongside diesel traction, and the Barclays running on both the incline and on platform 1, it has definitely been a first for the railway.

You will notice that we have added extra pages for this edition and changed the layout slightly.

News Update	Page 4
Obituaries	Pages 5&6
Wirksworth Station	Page 6
SO Bar, Jazz & Real Ale	Page 7
Coaches	Page 7
Dates for your Diary	Page 7
Sales Matters	Page 8
Steam Dept	Page 8
Station Appeal	Page 9
100 Club Results	Page 9
Station Fund Raising	Page 10
P-Way Report	Page 11
Summer Muse	Page 12
Derby Lightweight	Page 13
Steam in the Valley	Page 13
Membership Secretary	Page 16
Story of a Film Star	Page 17
Bachmann Special Offer	Page 17
Editors Appeal	Page 18

## NEWS UPDATE

Ian Bowley

With June already upon us we have just had a fantastic steam gala. With four locos running, what an amazing scene it was, and, for the first time ever, two trains passing on the Wirksworth to Duffield line. Also, there was the sight of a failed diesel being recovered by steam. Who says steam's not reliable? (I admit it, I am biased!)

The new station building is progressing slowly but surely, and the new toilet block is ready for fitting out. We are getting there, it just takes time and money.

Mike Ball and I went to see Cathryn's repaired firebox which is back together again after all this time and hopefully will be returning to Wirksworth in the next few months. Number 3 has passed its steam boiler test and is back in service, well done guys.

We also organised a day trip to Statfold Barn. OK the weather was not good but it was a great day out and if you didn't go, you missed a real treat. There were teens of narrow gauge steam locomotives in steam all in immaculate condition running all day. The museum has a very varied collection of steam driven vehicles of different shapes and sizes but the one thing I was taken with was a WW2 searchlight, mounted on a wagon. I hadn't realised just how large a diameter they had. If this is what you class as a garden railway I want one!

We also raised some money for the new station building. I would now like to remind all volunteers that unfortunately money doesn't grow on trees. I understand that many of you love coming to Wirksworth and enjoying the time you are there and the work that you do, but, you may not realise how much money we need to raise to keep EVRA running and to fund our different projects.

Included with this mailing are 2 books of prize draw tickets. As promoter, I hope that you will buy them or sell them to your friends or family to help us to raise money for the completion of the new station building. If you joined in last year but do not wish to receive draw tickets in future, please let me know, so we don't waste effort, and money in sending them to you in the future. We would rather know than keeping sending them to you.

We apologise if you have previously received any of the leaflets enclosed in this edition. Please disregard or pass them on.

Company Secretary



## **Obituary** **Vince Morris**



Sadly, Vince passed away suddenly on 1<sup>st</sup> July whilst having breakfast, after a battle with cancer over nearly 2 years. His funeral was held on 17<sup>th</sup> July.

There cannot be many people at the EVR who did not know or come across Vince as EVRA membership secretary, a job he did for seventeen years, EVRA committee chairman for three years, book expert for the EVRA shop, pricing up donations to make sure of the best prices and member of the P'way team.

In his 3<sup>rd</sup> year of a Chemistry degree Vince went to a 'milk round ' event with employers at the University of Kent and met a BR Area Manager, telling him that he was interested in forensic work. A bemused A.M. arranged an interview with BR Scientific Services at Derby resulting in a job in the Muswell Hill laboratory working with Stan Filipek, an expert in reinforced concrete.

Vince and I joined the laboratory staff on the same day in 1969. He was quickly seconded to the forensic team investigating for BT Police and amongst many other crimes he investigated suspicious fires, including the famous Taunton sleeper fire that sadly killed 11 people. In 1981 he was asked to lead a new Fire Technology team at Derby HQ. He loved setting fire to things including whole coaches to see how they burnt (and was always the first to light a fire with P'way!) and he made a big contribution to National fire safety regulations.

I was transferred to Derby in 1995 and we renewed our friendship when I moved house in 1997. He played badminton with a local group and invited me to join and we have been going there ever since, he was still playing with us earlier this year after recovering from an operation. He retired early from the now privatised Scientific Services in 2001 and joined EVR as a volunteer, clearing the woodlands that had sprung up. He has been a valued member of the P'way team (encouraging me to join in 2007) as well as supporting EVRA and would always talk to visitors to tell them about our railway. Whilst we were changing enormous numbers of sleepers on the extensions to Idridgehay and Duffield he was known for wanting to remove old stumps of trees as we progressed (sometimes delaying us!) – maybe he feared that he had left them there in the early 2000's whilst clearing the track!

We have recently been collaborating with a group of former colleagues writing a book, with Vince as editor. This is now almost finished and will form a suitable epitaph.

I have lost a good friend, always ready to help anyone he could. Our railway has lost an invaluable volunteer who will be difficult to replace.

## **Ian Cotter**

## **Obituary** **Andrew Ormond**



It is with sadness that we learnt of the death of Andrew after a battle with Leukaemia over recent months. His funeral took place in Wirksworth on 18<sup>th</sup> July.

Andrew was a dedicated member of our Guards Team at the Railway. He came to Ecclesbourne Valley Railway with a love and interest of trains, which had started with trainspotting in the early years of his life. He volunteered to train as a Passenger Guard and, although having no previous experience, quickly took to the regime of working on an operational railway, with all its rules and regulations and safety procedures. Andrew was always willing to learn and never afraid of putting his trainers on the spot with pertinent questions as why we did things in a certain way. He quickly qualified as a passenger guard, having first qualified as a ticket collector/ third man.

Andrew became a regular guard, and as well as fulfilling his main duties of responsibility for the safety of his trains and passengers, he was an invaluable source of information to passengers of the various walks they could undertake in the area surrounding the Railway, drawing on his vast knowledge of the footpaths and places of interest in the Ecclesbourne Valley.

Andrew together with his wife, Liz, also undertook voluntary duties on the narrow gauge railway at Wirksworth. Andrew also persuaded Liz to help with the Santa Special trains, decorating the trains and also helping "The Big Man" with the presents for the children.

Andrew was a much valued and loyal member of the Guards Team who will be greatly missed. His great value as a person was evident by the packed church of St. Mary's Church in Wirksworth and the Eulogy given by his son Michael at his funeral.

Our sincere condolences go to Liz and all the family for a husband, father and grandfather who will be sorely missed.

**John D. Rhead**

## **WIRKSWORTH STATION BUILDING**

**Mike Craft**

As I write the construction of the station building is complete and the flooring has been laid. The shop and display areas are nearly finished and the lighting and power installed, all being achieved by volunteers. We would not be as far forward and it would have cost considerably more if it were not for the small group of volunteers who have worked in all weathers over the Winter, Spring and early Summer creating the stud walls, erecting them, and painting the tongues of several hundred exterior cladding boards then undercoating and painting them when they had been fixed also painting

the interior once plastering was complete and all the other work they have undertaken to ensure the building is complete. They are the same group working on the coaches which are in service so they have been kept busy.

## **SO BAR**

**Pat Craft**

This has continued to be a useful source of income and a way of explaining to visitors about the railway, the Association and the new building. We are still short of volunteers to cover all the days (and new ones keep being added) as groups and individuals book charters. So we are still looking for new volunteers and would welcome anyone who has always had a secret desire to stand behind a bar! If you would like more information and a guided tour / explanation about what is required, please contact me.

Full training will be given.

## **JAZZ & REAL ALE EVENING**

**Pat and Mike Craft**

This was another successful evening and we are grateful to the diesel crew, the train crew and to those at Duffield who organised the opening of the Booking Hall and toilets.

## **COACHES**

**Mike Craft**

Volunteers have continued to work on the TSO and to carry out running repairs on the coaches that are in service as necessary – we have to remember how old they are and while they are fairly robust, age matters!

## **A DATE FOR YOUR DIARY**

**Mike Craft**

# **CIDER WITH ROSIE**

**Friday 6<sup>th</sup> September 2019:  
AN EVRA EVENING EVENT**

(Information on the website and on posters and flyers around the site)



### **Notification of the EVRA AGM:**

**The AGM will be held at the Red Lion Wirksworth DE4 4ET on  
Saturday 2nd November 2019 at 2pm**

All relevant papers including an agenda will be included with the Oct issue.

## **SALES MATTERS**

**Pat Craft**

This last quarter has been the best ever second quarter when Gift Aid is included. The Diesel Gala in April helped and the summer timetable has borne fruit, especially the Steam in the Valley weekend which was very successful.

Thanks are due to all the volunteers who help in the shop and to those who help us by donating items for sale, checking jigsaws (a popular line), pricing books and selling on e-bay, without whom we just could not function.

Vince Morris will be sorely missed, since, from the start of our sales venture, he has been at the forefront with advice on the value of books and other item to help us maximise our sales. Ann and Alan Alldred who help with e-bay sales have agreed to price books for us.

## **STEAM DEPT: NEWS FROM THE PIT**

**Dave Williams**

Well, it's a few days after the inaugural steam gala and time to reflect on what went wrong and what went right. From my perspective very little went wrong and the weekend went fantastically well. The event really put the railway on the map if the social media comments and YouTube videos are to be believed.

The success was down to an enormous amount of planning and preparation work from Joe Marsden's pre Gala documentation to everyone who came in before the gala to help prepare and to those who came in on the day to help keep things running smoothly. My thanks to everyone involved. Of course, there were one or two minor niggles which were resolved very quickly and didn't affect the overall success of the gala. I suppose one highlight, (no offence to the Diesel Department), was to see the Class 14 'Teddy Bear' being rescued by 52322 after it failed on Saturday.

The sustained effort over the weekend was too much for Barclay Henry Ellison, as, on Tuesday, we found that the ejector pipe in the smokebox had collapsed. Hopefully it will have been repaired by the time this article goes to press.

So, we said goodbye to the L & Y 52322 and welcomed the Standard class 2 No 78018. The L & Y has been a sterling performer, a loco that really seems to punch above its weight. When it comes to loco disposing and preparation the Std 2 should be easier with its rocking grate and ashpan.

The fact that we had 4 engines in steam for the weekend tells you that Barclay No 3 Brian Harrison passed its 'in steam' boiler exam in May and is now the 'in steam' engine for Steam Experiences and incline work. Hopefully, this will give us a chance to get Henry Ellison under cover so that we can do the urgently needed re-varnish work that it needs.



## **WIRKSWORTH STATION APPEAL**      **Lindsey Bowley (Treasurer)**

We are still busy fundraising for the new Station Building at Wirksworth and the first stage of the construction is nearing completion. The toilet block has been built and is awaiting fitting out. This will be a tremendous improvement upon the existing facilities.

At the time of writing, we have raised approximately £45,000, much of which has been as a result of the regular giving scheme detailed in the Spring 2018 Express. We are immensely grateful to those people who have donated and would invite anyone else who is interested to pick up a donation form from the Booking Hall, the EVRA shop, the buffet car or from Duffield Station. Alternatively, contact me by email at [treasurer@evra.org.uk](mailto:treasurer@evra.org.uk) or by post at 164 Cole Lane, Borrowwash, Derby DE72 3GP (please enclose an SAE).

In addition, any one-off donations will be very gratefully received and these can be posted to me at the above address, or handed in at the EVRA shop at the station or to Ian Bowley if he is on site. We accept cheques, cash and BACS, and you can find further details of how to donate on the one-off donation leaflets available at both Wirksworth and Duffield. Or contact me and I will happily post one to you. Gift Aid forms are also available, and I would ask any donors who are eligible to consider gift aiding their donation, as this adds another 25% to the value.



Progress on the station building and the toilet block. (© *Andrew Denham*)

### **100 CLUB Draw Summer 2019**

**\*Andrew Denham**

1 <sup>st</sup> Prize	No. 101	£78.96	Mr & Mrs Bishell
2 <sup>nd</sup> Prize	No 215	£47.39	Mr J R Tunley
3 <sup>rd</sup> Prize	No 208	£31.59	Mrs A Gill

Congratulations to the above winners. \*Join for a chance to win!

## WIRKSWORTH STATION BUILDING: FUND RAISING

John Hastings-Thomson

As you drive into Wirksworth Station Car Park, the first stage of the new building, now nearing completion, really makes an impact. Stage one plus the toilet building, which is part of the second stage will hopefully be open before the end of the season. We have the funds to complete both. **What about the rest?** Apart from a small monthly income of several hundred pounds from those people who have generously subscribed to the regular giving appeal, the coffers are empty. Project cost to complete the whole building is in the region of £300,000. When will it get done? The simple answer is when we have raised the money! Stage two will commence round the new toilets as soon as we have the funds. This will at least complete the next stage visually even if it is not fitted out inside. This requires everyone on the Railway to get behind the project, otherwise some of us may not see a completed building! Stage one has been achieved by the efforts of a relatively small group of people. Completion requires everyone to become involved.

**HOW CAN YOU HELP?** The single most effective form of fund raising has been the regular giving scheme. This proved quite difficult to set up but is now in the capable hands of EVRA's new Treasurer Lindsey Bowley. We are immensely grateful to all those who have contributed so far, but we need more of you to take part. You will find another regular giving form with this copy of the Express. It may well be that it was something you meant to do but didn't get round to it, so please help now. The rest of you may have been waiting to see how the project developed. Well you can see progress made so far. **Time to come on board?** £5 per month from all our members would generate £3,500 per month and £87,500 over the 25 month period of the contributions. Some people have waived the incentives so that they can Gift Aid their contributions adding another 25% from the Government! Your name can still go on the Roll of Honour if you wish. **To speed up processing please send forms direct to Lindsey, see page 2 for her address.**

The General Public are impressed by progress and collections on service trains have been successful when we can find people to do them. £50 -100 per day is the norm. Please consider volunteering for this even if you already volunteer for something else. ***This is a Project for the whole railway not just part of it.*** Please contact me (see Page 2) to volunteer even if for just a couple of trains on a Saturday or a Sunday. We particularly need people for Gala and Bank Holiday Weekends (starting with those coming up this August), Any money raised contributes to the whole! We also give out regular giving forms and gift aid envelopes for donations over £20. Smaller anonymous donations are automatically Gift Aided.

The Fund Raising Committee could use more help and ideas for raising money and we continue to investigate Grants. We have received some small grants already. **Remember this Project will only be successfully completed with the support of the whole Railway. It is too big to be achieved by a small group without support. We have already seen the transforming effect of the Duffield Station Building, which was much more of a joint effort than this Project has been. Please let us mobilise the whole of the EVR to similarly transform the Wirksworth Station Site.**

## P-WAY REPORT MARCH & JUNE

Graham Clark

During the first 3 months of the year the replacement of timber with concrete sleepers around footpath crossing F4 was completed with just short of 100 sleepers having been installed. A primary objective of this project was to develop methods of working to test the feasibility of installing concrete sleepers without lifting the rails. Focussing on a location where the track alignment was poor and needed significant lifting, re ballasting and tamping, we have both addressed this problem and developed methods of working including handling the sleepers each weighing around ¼ of a ton. The work included replacing the footpath crossing surface. The old crossing was made from sleepers which could be very slippery in wet weather, so we replaced it with a gravel surface. For this we used some of the old ash ballast removed during the relaying. The Pandrol clips were protected beneath the filling by some lengths of plastic guttering. We made a step up to rail level using a couple of spare sub-standard concrete sleepers. Gravel surfaces like this are one of the footpath surfacing suggestions in the Office of Road and Rail's guidance document on level crossings.

Having completed the work around F4, the focus moved to north of Shottle. Most of the track between Shottle and Idridgehay has concrete sleepers and was originally continuously welded rail. This section of track has been regarded as being some of the best on the line, but recently had started to deteriorate. The problem is, once again, water running from the fields onto the line. This has brought large quantities of fine silt with it which has gradually clogged up the ballast. We have made a start on dealing with this by digging out the existing ditch on the down side of the line and digging cross drains under the track to it.

While digging one of these near milepost 137, we found the remains of an old Midland Railway cross drain which had been collapsed by BR when relaying the track with the current concrete sleepered track. In order to get the depth necessary to ensure proper drainage of the formation and guard against any further silt contamination of new ballast, we attempted to excavate the original base of the stone sough cross drain but this proved to be more of a challenge than we could achieve with the need to have the railway open to traffic, so we installed a new plastic cross drain at the available depth and we will have to come back to this drain when we can spend longer on excavation, to install a drain at the correct depth along with a large plastic catch-pit to intercept the water and silt from the field. The catch-pit should allow most of the sediment to be caught (hence the name!) so we can dig it out of the chamber, rather than have to unblock the pipe under the track.

The fouled ballast needs to be replaced, of course, and the mini digger has been a boon, as the mixture of ballast and silt is almost impossible to dig by hand. Productivity rate is frustratingly slow on this work, such is the glutinous state of the silt/clay/ballast mix, so as this was written we had managed to excavate, unclip and move 4 sleepers (but many more have since been replaced), fully excavate that ballast bed, re ballast, reposition and clip sleepers and tamp to level in one day. This work is ongoing, as there is a very large amount of fouled ballast to be replaced (we could do with a ballast cleaning machine for this, but they are very large expensive bits of kit).

Another focus of attention is on the poor fastenings at Barnsley Lane. There is probably a mile of track here that needs relaying, but in the meantime, we are employing the same remedy that BR and Network Rail have done on their jointed track on the Matlock line. This consists of replacing a sleeper each side of each joint with hardwood sleepers with Pandrol baseplates. These hold the rails much more securely than the old elastic spikes in softwood, particularly important at rail joints. The Pandrol clips are also much easier to remove when working on the rail joint. This work can be progressed incrementally, with further sleepers being replaced in each length, ultimately enabling full re-sleepering.

Another area of work has been in the yard at Wirksworth. Last year the Birmingham University students put together a left hand point for a new siding. We have now prepared the formation for this point, and part of the new siding, and lifted the point into position. The lifting was quite a challenge as the Komatsu is now restricted to lifting only 1 tonne as it doesn't have a rated capacity indicator (RCI). We need to raise the funds to either buy an RCI for the Komatsu (difficult as it is now an old machine) or obtain a newer machine that already has one fitted. The first train over the new point was a shunting move to get a coach out of the siding for the steam festival. Work is now continuing on installing the new siding. (See *photograph on page 16 .ed.*)

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 from our brewing facilities 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 for details.

## SUMMER MUSE

Vince Morris

*(This article was given to the editors some time ago. Vince's wife Valerie is happy that it appears here.)*

We all love our heritage diesels and steam locomotives. Or do we?

Coal is now a dirty word, and although we burnt more than 14 million tons of it in power stations last year, the Government wants to phase out such use by 2023, and, with no deep mines open it is now targeting opencast operations too. Even the humble domestic coal fire is in the firing line, so what hope steam locomotives? Diesel is enemy to the environment number one (or is that belching cows?), and the Department for Transport has aspirations to remove all "diesel-only" trains by 2040 (despite new DMUs, are still being built for Northern and West Midland trains). So, what hope for a heritage DMU fleet?

I won't mention the slowdown in electrification in case it is too embarrassing to the Department for Transport; anyway, they now seem to be wedded to hydrogen power: using the highly flammable gas, carried in train borne tanks, in fuel cells to produce electricity. The hydrogen typically has to be produced from the electrolysis of water, but the wheeze is to use renewable electricity produced from wind turbines which, if it is windy, can supply power for the electrolysis at night when conventional demand is

low: assuming, that is, that all the electric cars aren't trying to use it to recharge their batteries at a time of minimum demand, thus transforming it to maximum demand. Of course if it is not windy then we are reliant on other sources of generation. But don't worry, we will have nuclear power to spare by then; well, if we can manage to persuade anyone, from anywhere, to build them rather than follow the latest trend to withdraw from planned projects.

The above rant is designed to illustrate that the future is not easy: all we know for sure is that it will get more complicated. So where does that leave us as a heritage railway? My only answer is that we need to be on our toes: things are going to change during the next decade and we must be sure that we can meet the challenges as they arise. We must be prepared to respond to new legislation on emissions, even if it means re-engineering our heritage fleet. We must recognise that coal will become a niche product in the UK, and be more expensive here (even if there is an international glut) as, as a country, we have to import every lump. Even if we are allowed to run steam traction, the costs will increase massively and we will have some sections of the public accusing us of poisoning them. DMUs may, in extremis, have to have replacement battery powered electric motors fitted: all capital costs which must be allowed for in future budgeting. Or will the Heritage Railway movement be able to negotiate derogations (lovely word) from forthcoming legislation? Interesting times ahead...

## **DERBY LIGHTWEIGHT TWIN CARS**

**Norman Ashfield**

Despite the Derby Lightweight twin cars appearing much as they always do on the outside this winter, much internal restoration progress had been made, thanks to our hard-working small team. The trailer car first-class compartment has been taking shape, the ceiling cut and fitted, with the side panelling being replaced after the walls are lagged, though never with asbestos this time round! Meanwhile, in the confined spaces of the cab the driver's side and front control panels have been fitted and are being wired-up. Now that the carriage jacks have arrived and have been quickly put to use, it is hoped to lift the trailer and swap its accommodation bogies for the restored set in the not too distant future. When the trailer is looking good, the power car can then be re-fitted to match. We all look forward to the day when both the single car Iris and the twin can be seen in action out on the EVR lines.

## **STEAM IN THE VALLEY 15<sup>TH</sup>& 16<sup>TH</sup> JUNE 2019**

**Leigh Gratton**

Our Steam in the Valley gala on the 15<sup>th</sup> and 16<sup>th</sup> June was a weekend of firsts. It was the first time we had fielded two rakes of Mark 1 coaches (albeit with a DMU centre car interloper on one). The first time we had ever had four steam locomotives in steam and most importantly, the first time two steam trains had passed each other in the 152 year history of the railway. A momentous occasion indeed!

The event was made possible as it formed the conclusion of the 20 days of steaming for the Lancashire and Yorkshire A Class 52322 and the beginning of 30 days

steaming for the BR Standard 2 78018. This had been the second visit for the A Class and it seemed to be even more popular than previously, some six years before.



The event featured both 52322 and 78018 running passenger services on the Duffield line and there was also one diesel locomotive to release the steam locomotives from their paths to form a rather impressive double header later in the afternoon on each day. This was a stunning sight!

We had heavy downpours on both days but it didn't seem to deter the visitors at all on what became our busiest weekend since we began operations.

Both rakes of coaches had visitors standing in the corridors enjoying the sights and smells of steam literally in the valley! The two resident Andrew Barclay tanks were also thoroughly enjoyed by the visitors, taking it in turns to operate either the Ravenstor incline service or brake van rides in Platform 1 at Wirksworth. At lunch time they swapped over these duties but not before having a little fun with a double header to Ravenstor; something else which we hadn't done before!



It takes a massive amount of preparation and staff to put on such a spectacle and my thanks go to each and every person who took part in the weekend, including those who spent two days of shunting and preparing the locomotives before the event.

We waved goodbye to the A Class on the Wednesday following the event but look back on its time with us with

fondness. However, we also look forward to an exciting high summer period with 78018.

Top: L & Y No. 52322 (©John Hastings Thomson )

Bottom: BR Std2 No.78018 (©Martyn Tattam)



L & Y No. 52322 & Std2 No.78018, double heading in the valley. 15.06.2019  
*(Photograph © John Hastings Thomson)*



The last solo steamer of the day leaves Duffield station 16.06.2019  
*(Photograph © Andrew Denham)*





Class 33103 Swordfish runs round for the 15.22 return from Duffield 16.06.2019  
(Photograph © Andrew Denham)



Work on the new siding near the incline.  
See the P-Way report: p11

(Photograph © John Hastings Thomson)

## **MEMBERSHIP SECRETARY NEEDED URGENTLY\***

The sudden death of Vince Morris means that we now urgently need a new Membership Secretary for EVRA. Vince has diligently performed this role for many years and we all owe him a tremendous debt of gratitude. During my time as Editor of



the Ecclesbourne Express he provided me with all the details for the email version and of course his regular muses! His support was invaluable. Now we need to face the future without him.

Membership Secretary involves processing new member applications, encouraging existing members to renew and keeping full records of the details required to keep tabs on all the information. Vince also dispatched the printed copies of Ecclesbourne Express.

Members of the EVRA Board will fully support the new secretary and help them in any way they can, to settle into the post. The Membership Secretary does not have to be an EVRA Trustee but their involvement would be welcome.

If you feel you can take over this vital role please contact me to discuss the role further.  
**Contact John Hastings-Thomson details on page 2.**

## STORY OF A FILMSTAR

Trish Birks

Our visiting engine for high summer 2019:

Riddles 2MT No 78108, was built in Darlington in 1953, and has had an interesting career. The locomotive became the subject of a short British Transport Film documentary as the result of getting stuck in a snowdrift just before the summit at Bleath Gill while pulling a goods train between Barnard Castle and Kirkby Stephen on the 24th Feb 1955 in blizzard conditions. As the engine cooled it became a solid block of ice. It took 2 days to free the engine following action by railway workers and the assistance of its sister locomotive No. 78019.

No. 78018 was withdrawn in 1966 and was plucked from the scrapyard in Barry around 1987. Eventually, after many moves it arrived at Quorn & Woodhouse on the Great Central Railway in 2012 for further and final restoration. The engine re-entered traffic at the GCR Steam Gala in October 2016.

Locos Nos. 78018 & 78019, are both preserved and are based at the Great Central Railway Loughborough.. Currently 78019 is undergoing its 10 year overhaul.

*(The film is available to view online, search: Snowdrift at Bleath Gill. The article on Wikipedia makes very interesting reading too.)*

## BACHMANN WAGONS John Hastings-Thomson

We have recently found a very small quantity of our original Bachmann Wirksworth Quarry Wagons which we are offering to members for £25 each plus £3.50



p&p. Please contact Pat Craft to purchase one with your membership number. Limit of one wagon per member.

We would hope that members will not see this as an opportunity to make a quick profit on e-bay but rather as a special offer for members only, for their collections.

We still have stocks of the Swift Hazelwood Wagon which we are now offering at the special price of £15 plus p&p.

**An appeal from the editors: As on all Heritage lines, we are dependent on our members who volunteer in every aspect of running and maintaining the operation day to day.**

**We ask members to come and lend a hand if and when they can. We desperately need people to collect money on the trains or platforms for the Station Building Appeal. It is easy - we have both done it ourselves and most people are happy to part with some cash, or to buy a Prize Draw ticket or two.**

**We need guards for the main line and the incline, catering volunteers, shop volunteers, maintenance and engine crews – in fact in all areas of the railway. If you can spare us a few hours, even if it is only now and again, please get in touch with the railway or come along. Any training needed will be given, so don't think you will be on your own and you will be assured of a very warm welcome.**

## **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**

#### **BOWN & 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.



## 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)

