



Ecclesbourne Express

*Newsletter of the Ecclesbourne Valley
Railway Association*

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The Wirksworth to Duffield Line

Ecclesbourne Valley Railway Association

(Company No.5257082 - Limited by Guarantee) (Charity No. 1106810)

- Company Secretary** Ian Bowley 164 Cole Lane Borrowash
Derby DE72 3GP Tel: 07976 630775
Email: datman2@hotmail.co.uk
- Treasurer:** Lindsey Bowley 164 Cole Lane Borrowash
Derby DE72 3GP Tel: 07756 011790
Email: *treasurevra@outlook.com*
- Other Directors:** Mike Ball Tel: 01773 279873
Email: *peakman1212@talktalk.net*
Mike Craft Tel: 01629 825213
Email: *mikecraft7@btinternet.com*
Pat Craft (Marketing) Tel: 01629 825213
Email: *mikecraft7@btinternet.com*
Andrew Denham Tel: 01623 623985 /07525 701951
Email: *trish-and@talktalk.net*
Ben Field Tel: 07796 155791
Email: *benfield96@gmail.com*
Eric Hills Tel: 07961 938353
Email: *eric.hills@hotmail.com*
David Williams Tel 07833 746048
Email: *roy-williams4@sky.com*
- Co-opted Trustees:** Tony Faulkner Tel:07759 909585
Email: *tony.a.faulkner@btinternet.com*
James Hallam Tel:07415 258768
Email: *james.hallam97@yahoo.co.uk*
- Editors:** Andrew Denham & Trish Birks
2A Stanley Road Forest Town
Mansfield Notts NG19 0BY
Andrew: 07525 701951 Trish: 07736 968026
Email: ***ee_editor@yahoo.com***
- Membership Secretary:** Nathan Cooke, 101 Belper Lane
Belper Derbyshire DE56 2UH
membershivevra@outlook.com
- Website :** www.e-v-r-a.com **Web Master:** Nathan Cooke



N.B. The Winter edition will be published in December 2020.

Contributions are welcome by post/mail to the editors : ***ee_editor@yahoo.com***

The deadline date will be **DEC 5th 2020** to allow for the inclusion of AGM papers with Issue 81. . *Please see Page 18*

Front Cover: D9537 passing Ildridgehay 22nd Aug 2020 *photo © John Jarman (see Page 6)*

Rear Cover: *Please see page 23*

Letter from the Editors

At last, we have some progress! The bounce back trains have been well received and supported by our visitors.

The Victory Over the Virus campaign by Wyvern Rail has produced some generous donations as has the EVRA appeal. Thank you to one and all who have contributed in any way toward this vital source of income over the last few months.

The next thing we know, it will be Christmas and there are exciting plans for this year. Firstly, the railway's Shottle Shuttles will be replaced by a steam service with our visiting loco - ex GWR large pannier tank 9466 running the full line from Wirksworth to Duffield and back.

This years' Santa Special services will be steam hauled by Henry Ellison, EVRA's 1947 Barclay with D9537 giving a boost at the rear.

Of course, this is all subject to any further legislation by the government but we are planning to surge ahead, ready to meet the challenges that 2021 will bring, including the return of 9466 for the whole summer season and possibly a BR standard for a gala weekend.

Lots to do! Please support us if you can.

Please check at www.e-v-r.com or www.e-v-r-a.com for up to date information regarding services, times and facilities available before travelling to the Railway.

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Limited numbers of the
28 Page summer issue
are still on sale in the
EVRA Shop.

SUMMER SPECIAL!

OBITUARY

Les Smithurst



Les was the elder of two brothers, the younger being Roy. Both arrived at Wirksworth with two beautifully restored Class 03 diesel shunters from Rowsley together with an LMS brake van. They were both builders by trade and whilst being at the upper age range they put people half their age to shame by the sheer rate of work. Les was the quieter of the two but, I suspect, occasionally had to gently apply the brakes to Roy.

Of the major tasks they undertook was the construction of a much needed bunded fuel and waste oil store, building of the platform wall of what became Platform 2 and the placing of coping stones and tactile blocks rounding off by making a significant contribution to what has become the Maintenance Facility. Both the brothers finally fully retired and took to a new "hobby" of finding bus tours that usually had a heritage railway on their itinerary.

On retirement, they sold their 03s to Steve Lyne, then a director of the Company, thinking the locos had a long-term secure future at Wirksworth. Unfortunately, things did not turn out as planned and the locos together with the director suddenly left the Railway for reasons still unknown! Luckily, the Railway bought the LMS brake van which has proved its worth on driver experiences.

Les was a regular visitor and supporter of the Railway and his calm good humour will be missed.



1 Roy & Les helping to move a heavy rail.

2 Roy & Les laying concrete for the fuel store.
Photos 1 & 2 © Richard Buckby

3 Roy & Les finishing work at track level on platform 2.
photo © Martin Miller

Obituary: *photo © Martin Miller*

AN URGENT MESSAGE FROM WYVERN RAIL PLC

Sharing of membership information between WyvernRail plc and The Ecclesbourne Valley Railway Association

EVRA needs to share volunteers' membership information with WyvernRail plc in order to comply with the legal safety requirements for the operation of the Railway and the maintenance of the Heritage Operations Processing System (HOPS). The information to be shared will consist of the name, address, date of birth and membership status of EVRA members who wish to volunteer.

If you wish to object to the sharing of your personal data, please notify the Company Secretary of EVRA, Ian Bowley, in writing or by email to the address in this magazine by 30 November 2020.

Please note: if you object, your information will not be entered into **HOPS** and you will not be able to volunteer.

Neil Ferguson-Lee

Company Secretary Wyvern Rail PLC

HOPS EXPLAINED

Editor and Trustee

No, not the stuff that makes your beer taste like beer, but an organisation to assist Heritage Railways. You may have heard of it, but a bit more information is here. All EVR volunteers will need to be familiar with it in the near future. Below is a quotation from The Heritage Operations Processing System website:

“HOPS is an online solution for preserved and heritage railways, museums and centres to manage staff, operations, and compliance. Virtually all aspects of railway data processing and recording and ancillary administration relevant to the heritage sector are within the ultimate scope of this system.”

Wyvern Rail, who hold the license for and operate the Ecclesbourne Valley Railway have, at considerable cost and effort, implemented the HOPS scheme for the Ecclesbourne Valley Railway.

It is a legal requirement under the ORR directives that the operator maintains records of competences for employees, and where volunteers provide labour, they are treated as though they were employees for the administration of HOPS

The HOPS system records competences and other information that is used to maintain the necessary records to comply with current legislation. It can do lots of other clever things as well, but for the records of competence, all **EVRA** members who are active **volunteers** in any capacity on the railway will soon be required to provide their details for HOPS. It protects everyone volunteering on the Railway.

ASSOCIATION PATRON: WILLY TUCKER LORD LIEUTENANT OF DERBYSHIRE

Mike Craft



In July, Willy Tucker wrote to tell us that he would no longer be our Patron as his term of office as Lord Lieutenant had ended. Although we knew that it was imminent we were very sad that this period in the development of the Association had come to an end. He has been a very active Patron and we are most grateful to him for all the time and effort which he and his wife, Jill, have put into assisting us and attending events at the Railway, since he became our patron in Spring 2011.

The two key occasions were the Royal visits of HRH The Duke of Gloucester, when the line was opened to Duffield in 2011 and HRH Prince Charles who visited the railway in 2015, with a special interest in the young people involved with it, as part of a visit to the County. Willy guided us through the intricacies and around the pitfalls of such occasions and both were great successes, thanks to his care and help. While those involved his work as Lord Lieutenant, he has also been willing to come to occasions like the opening of Duffield Booking Hall, the unveiling of plaques to Sam Winfield and most recently, a year ago, the opening of phase 1 of the Station Building.

We would thank him for all his help in the last ten years. He was instrumental in securing the presence of both of our Royal visitors and his interest and willingness will be a hard act to follow.

Opening the new station building. Oct 2019

photo © Andrew Denham

NB. WIRKSWORTH MODEL RAILWAY EXHIBITION 2020

Regretfully, this event has been cancelled

The EVRA Musum & Shop will be open every day that the Christmas trains are running.

THE FRONT COVER

John Jarman

The photo shows **D9537** passing Idridgehay Crossing Box on the 22nd August 2020 with the 13:20pm Wirksworth to Duffield train. The sun played ball for once!

The train was full, with every compartment sold, which was nice to see. I was the crossing keeper, which is why the photo is legitimately taken from the lineside.

SALES MATTERS

Pat Craft

After some hard work to prepare a risk assessment and with a battery of protection measures against Covid 19 in place, we opened the Museum and shop on 1st August, initially following the railway and opening at weekends and then Thursdays, but now as I write, we are back to weekends. Thanks are due to all those who helped to get us ready by installing a screen for the sales desk, providing a hand sanitiser machine and the correct anti-viral sanitisers, sprays etc. The floor is marked with social distancing guidance and the correct signage is in place.

I am particularly grateful to our volunteers who have risen to the challenge and are working in pairs to man the reception desk and the sales point. There has been minimal resistance to our Covid precautions – only one person refused to wear a mask and only one refused to give a contact name and phone number for track and trace – they were asked to leave!

What has been interesting, from the track and trace information is to discover that from the beginning of August until mid-September nearly 1,000 people have visited the Museum and shop. (If asked I think most of us would have severely underestimated the number.) In addition we have taken nearly £5,000 over the 20 days we have been open. The introduction of a card machine has clearly helped with sales by card on many days being between 50% and 75% of the total. The machine sourced by our Treasurer is very simple – for which several of us are very grateful – I suspect if Covid hadn't happened a few of us (especially me!) would still be resisting but we have all seen the change from cash to card transactions over the last few months.

I have always resisted singling out people but I will make an exception on this occasion to publicly recognise the work of Lorna Bentley who was one of the very first to offer to help in the shop when it first opened 12 years ago and until early this year was often the first to sign up on the rota. Sadly she has felt it necessary to step down although she will still visit us. We are very grateful to her for all the help, the money which she has raised and for the tidying and dusting which she did in quiet moments!

100 CLUB DRAW AUTUMN 2020

Andrew Denham

The draw has produce these lucky winners:

1st Prize No.123 Mr C Adams, £76.28

2nd Prize No.235 Mr R Hambelton, £45.77

3rd Prize No.108 Mr P Dungate, £30.51

All prizes will be paid by BACS this time, owing to the Covid-19 outbreak.

Why not join us and be in the next draw? Just £3 per quarter per entry, as many entries as you like and real prize money. 50% of income goes to EVRA funds. The rest is paid out as PRIZE MONEY!

Contact me for more details. (*see Page 2*).

BOUNCING BACK

Leigh Gratton

It is fair to say that when the lockdown happened nobody really knew what would happen next. Some four months later, we boldly managed to reopen and run a skeleton service known as Bounce Back trains. It had been rather difficult to plan with advice regularly changing and some serious thought had to go in to how we could operate a financially viable yet COVID secure service, with what would probably be a depleted volunteer base. Risk assessments, volunteer training and many changes to the ticketing arrangements followed which happily, when it came to the trial runs in early July, became much easier to follow once in the routine.

Tickets are currently being sold per compartment which can seat up to 6 passengers. Customer feedback has been very positive as they really feel safe in their own private area where they can close the door and distance themselves from other visitors. The service is being operated by heritage diesel locomotives at the moment with the promise of steam later on in the season, subject to restrictions not being tightened. Currently, all passengers start their journey at Wirksworth and return to Wirksworth in order to allow us to meet the regulations by controlling the flow of visitors with systematic boarding and disembarking, maintaining social distancing and also assisting with cleaning regimes. Whilst the train stops at Duffield for the locomotive to run around the train and the toilets are open, we're not able to open the Booking Office at the moment in order to comply with the guidance.

We're not operating on as many days as we normally would have been in the summer months but happily, those days we have operated, have been very busy. Many days during August were fully booked in advance which was very pleasing to see. The current way of working does also have the added benefit of us having brand new visitors on every train; something which we wouldn't normally get with Day Rovers. We have even been able to see out the remainder of our Derbyshire Countryman on train dining programme with some changes to the way the food was served. Customers really appreciated being able to get out and enjoy the experience on the railway once again.

Going forward, we fully intend to fling ourselves into the Santa season, not only by trying to adjust our offering to meet the guidance but by completely overhauling the offering with a programme designed with the COVID regulations at its heart from the start. A group of local actors and directors have come together to design a brand new festive show which will include singing and dancing alongside Santa himself. The show will take place on board compartment stock where passengers are once again safely in their own private compartment, with action taking place in the corridor at a distance. This will be the first foray into steam operations for us at Christmas too so it is a completely new experience for all of us from start to finish! There is a cunning way for Santa to get the presents to the children but I won't give too much away right now! Tickets went on sale from the first week in September and bookings have been very strong so if you would like to book a compartment, act sooner rather than later! As for next year, well who knows?

more follows: —→

Normally we would be busy planning the schedule for the year but it is rather difficult this time round so it is going to be very much a 'watch this space' affair. Hopefully, it won't be too far into the future when we can return to a more normal way of working and bring back special events and galas.

BAGNALL 2746 THE DUKE

Tim Oaks

LMS continue to make steady progress with the boiler. The new copper tubeplate has been secured in place with a mixture of rivets and set screws. All the plain stays and foundation ring rivets have been fitted, the sling stays and palm stays are in progress. The regulator valve has been machined flat and the regulator rod is under repair.

The inside of the boiler barrel has been thoroughly cleaned ready for painting with Apexior (tm) boiler paint, which is said to give the inside of boilers protection from corrosion.

Like the EVRA Steam Team, we have been using our vacuum cleaner on The Duke. The boiler continues to make steady progress, the latest news is that LMS have nearly finished riveting the new tubeplate, which is also fully stayed and the stay ends tooled down. Additionally, a new blowdown valve has been made, a refinement it did not have before. LMS are talking about a return of the boiler at the end of October, which will mean a shunt around to get Duke into the open to receive the boiler and to return him to a suitable spot for re-assembly.

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.

FUND RAISING FOR SHOTTLE SIGNAL BOX Tim Oaks

The next target is to raise money for the cladding, which can be bought in the original Midland shiplap profile from Messrs Allen & Orr of Chesterfield, at a price of just over £10 +VAT per plank; the total cost will be around £800.

We will also need something extra for the timber studding frame to which the cladding will be fixed and the door and window frames for the ground floor. The cladding is to be purchased by the PLC.

Supporters of this vital project can buy shares in or donate money to WyvernRail. In the latter case make sure to specify that the money is for this particular project.

FROM THE TREASURER

Lindsey Bowley

I am very relieved that my report is less pessimistic than last time, as we have now reopened, albeit in a limited fashion. We are however, unable to run any steam experiences because of social distancing, resulting in a considerable drop to our revenue stream.

These experiences plus our incline ticket sales normally form quite a large part of our income. We have been able to re-open the shop and thanks should go to Pat and her team for bringing in much needed funds.

Given the on-going situation, I am taking the opportunity to remind you again of other ways you can support us. I would like to thank those who responded to my appeal in the summer edition. My thanks also go to those who have generously supported EVRA throughout the pandemic.

The Locomotive and Carriage Club: forms were sent out with the Spring edition of the Ecclesbourne Express with details of this and explaining how to donate. The response so far has been very good. If you have mislaid your form, please let me know and I will arrange to have another form sent to you.

Station Building Appeal: this is still ongoing in order to raise the funds required for phase 2. If you require a form for regular giving or a one-off donation, please let me know.

General Donations: probably the most important donation you can make at the present time as this will be unrestricted and therefore available for any purpose.

WyvernRail: “Victory over the Virus” Campaign. Please see www.e-v-r.com for further information.

Amazon Smile: Shop at smile.amazon.co.uk and nominate Ecclesbourne Valley Railway as your favoured charity. Amazon will then make a donation to EVRA on your behalf each time you make a purchase. Visit www.amazon.co.uk/smile or us at www.e-v-r-a.com.

Give as You Live and Easy Fundraising: shop on-line via either of these organisations and many retailers will donate a percentage of your purchase to the charity of your choice. Visit their websites for more information or go to www.e-v-r-a.com.

The Weather Lottery: visit www.theweatherlottery.com and see how you can support EVRA and have a chance of winning some money at the same time.

E-Bay: if you are an e-bay seller you can donate a percentage of your sales to EVRA simply by ticking the appropriate box and nominating EVRA as the charity of your choice. Ebay will refund the equivalent percentage of your seller's fee, collect your donation on our behalf and forward it to us via PayPal.

more follows: →

Methods of Donating:

Text giving: it is very easy to donate by text message. To donate to EVRA by this method see www.e-v-r-a.com for full details. You can donate any amount between £1 and £20 to general funds, the LCC club or the Station building appeal. To donate to the Victory over the Virus campaign by text see www.e-v-r.com for information.

BACS: if you wish to send a donation of any amount by BACS payment please contact me and I will send you the account details.

Cheque: cheque donations should be sent directly to me. Please make all cheques payable to EVRA.

Finally, if you are able to Gift Aid your donation, thus adding an additional 25% to the value, please complete a Gift Aid form. If you have not already done this, please contact me and I will send a form to you. Our quarterly Gift Aid income makes a huge difference to our fundraising.

Please get in touch if you have any questions about donating and I will be happy to help you.

My contact details are on page 2 under treasurer.



Ferrybridge No 3 'Brian Harrison'

photo © Eric Hills

LOOKING FORWARD

Andrew Denham

For the first time ever, this year we will be running the Autumn Half-term trains with a visiting steam locomotive, so I am writing this with my Steam Team Hat on as I will be driving and firing it as well as mucking it out, cleaning it, watering and feeding it - wonder why they were called "The Iron Horse"?



photo © Ben Evason

The loco concerned is ex-GWR Large Pannier 9466 seen here in sunnier times.

She is owned by JJP Holdings and is visiting EVR for the first time.

It will be a brief visit as she has mainline duties over the Christmas season, but she is due to return to us in 2021.

The engine was built in 1951 to a Hawthorn design by Robert Stephenson and Hawthorn Ltd. Sadly, at the time, diesel shunters were coming to the fore and the 94xx locos had a fairly short working life with 9466 being committed to Barry Scrapyard in the summer of 1964. She was rescued in 1977 and returned to steam in the mid-1980s. Since then she has run pretty much continuously.

Whilst running in preservation 9466 has performed on mainline and heritage railways. She is reported to be a well liked engine by both drivers and firemen. No doubt the next issue will have some thoughts about that as well.

We look forward to welcoming the loco and the owner's representatives who will come with it. I am sure that they can be assured of a warm welcome for entrusting this engine to our care for some time to come. If any volunteers have some elbow-grease to spare, we will always be able to find you a bit of cloth and some polish!

NEWS FROM THE PIT

Bob Gibbens

Since the last report, we are at least back on site and able to progress although we have suffered heat waves and torrential rain almost one after the other.

Despite this, work has continued on No3 although on one occasion we did have to crowbar the loco (all 30 tons of it) backwards to get away from the rain pouring through the shed roof. Thankfully, that has now been repaired.

The boiler clothing has been painted and much of it re-fitted. The smoke box work has been finally completed albeit with much swearing as the bolts that hold the internal bits in place were not designed to be removed easily or even at all!

more follows: →



Joe & Dave persuade No3's clothing to fit.
photo © Steve Frampton

We chose one of the warmest days of the year to re-fit the ashpan which is a hefty chunk of steel and requires a degree of brute force and wooden packing to get it in place below the loco, however, it is now done. When the boiler was steam tested at Israel Newton's the inspector noticed that the regulator was blowing through, so it has had to be removed. Spanners were tied to the user as if they drop into the boiler, they will be there for the next 10 years!



Malcolm keeps the buffer in place whilst Pete does the work .
photo © Steve Frampton

Henry Ellison has passed the cold boiler examination and has now been re-assembled for the annual steam test early in October after which, the engine should be fine for the next 12 months.



Cathryn is progressing again after a 6 month layoff at EVR owing to the Covid lockdown. The boiler is almost ready for testing with tubes fitted. News from the Cromford Valley (Newton's): the picture was taken at 16.15 on 17th September and shows all tubes in place. It is hoped to have water in the boiler as this is being written. We expect to get the boiler back during October and re-fitted as soon as possible.

As Corporal Jones says "Don't panic! Don't panic !!!"

All tubes fitted ready for the hydraulic test.

Photo © Bob Gibbens



Class 8 No.08605 'G R Walker'

photo © John Stokes



Volunteers work in all weathers!. photo © John Hastings -Thomson

Once lockdown started to ease and resumption of train services was planned, the first essential Pway task was a full inspection of the line. Fortunately, there were no serious problems found. We didn't expect to find many as some of us had been taking our 'exercise walks' along parts of the line during lockdown. However, the 4 months gap in maintenance activity meant that we had a lot of catching up to do – timber sleepers continue to rot even when there are no trains going over them. We have been replacing sleepers at various points along the line using serviceable sleepers recovered from the track re-laying near Derby Road Bridge 1 (bridge 24). There is still quite a lot of this work left to do.

The perennial issue of drainage has continued to provide plenty of work for us. Near milepost 134½, water from the field which slopes up towards Hazlewood runs onto the line bringing mud with it. Ditch clearing on the downside of the line and excavation of new cross drains have helped to drain the water away from this area. Near Gorsey Bank crossing, a 300mm diameter plastic pipe drain along the up cess became blocked by tree roots and has required several sessions to clear. The technique used is to rod as far as the blockage then pull the rods back and lay them along the surface to see where the blockage is. The pipe is then exposed using the mini excavator and finishing off with hand shovels. The top of the pipe can then be cut open to get to the problem. There are several of these 'pipe windows' along the line which we will have to come back to and make into catch pits for easy permanent access to the pipes. Drainage fans can amuse themselves spotting these from the train and noting the water level as they pass!

An important source of income for our railway, especially this year, are our test customers. One of them has asked us to install some rails with controlled 'defects' in them in the track. The customer will then check their rail testing equipment by running it over the rails to see if the defects are found. The equipment is train mounted and the test trains can run on Network Rail at up to 40 mph. We have therefore had to find a section of track where we can run a test train at this speed. The section chosen is between Ildridgehay and Shottle as we have concrete sleepers, long welded rail track here with adequate ballast. However, the track is normally maintained for our maximum speed of 25 mph. A special maintenance regime has to be put in place to make the track safe for 40 mph. (We also must prepare a safety plan for operation at this speed, but that is not described here).

The test section includes a curve and, at present, the cant on this curve is suitable for 25 mph operation. To operate at higher speeds will require more cant. As an aside, cant is provided on curves so that the resultant of the gravitational and centripetal forces on the vehicle are perpendicular to the plane of the rails. In this situation, the force on each rail is the same and there is no sideways force between wheel and rail to cause side wear. This balanced situation is known as equilibrium cant. Of course, equilibrium cant only applies to one speed. Lower speeds will lead to heavier loads on the inside (low) rail (a situation called cant excess) and higher speeds cause higher forces on the outside (high) rail (cant deficiency).

You can see from this that there is no ideal cant that will suit both normal trains and higher speed test trains. Network Rail *more follows:* →

standards (and Permanent Way Institution guidance) place limits on the values of cant excess and deficiency. We have to set the cant at such a level that the cant deficiency for the test trains is at its maximum allowed value and check that the cant excess for normal trains is not too great. We then we must actually apply this cant to the track! This is a big job, involving jacking up the outer rail of the curve then packing the ballast on that side using the Robel packers (it can also be done, much more easily, using a tamper – but we don't have one).

We are gradually working our way round the curve, but we could do with more volunteers to help with this. Please contact Mike Fairburn on mikefairburn57@live.co.uk if you can assist. We work on Tuesdays, Wednesdays and Thursdays - you don't have to do all three!

MINIATURE MATTERS

Ron Davenport

In common with all other departments of our railway, the miniature has been severely affected by this tiresome virus. Never the less, during the lock-down it has been possible to carry out a useful amount of maintenance and improvement work, and since the beginning of August we have been running trains every Saturday, mostly utilising our delightful little steam locomotive "Wren". Passenger numbers have so far totalled close to 300, with monetary donations being invited instead of our usual payment by ticket.

The need for keeping the public Covid- safe has been taken account of by various measures, including the separation of incoming queuing passengers from those leaving the platform, thorough sanitizing of all touchable surfaces on the coaches after each and every journey, and the strict insistence that all passengers riding on the train at any one time be from one household only.

The line has now reached the point where we are half-way to our planned destination adjacent to the Ecclesbourne Way foot crossing, a quarter of a mile from the buffer stops at the end of platform 1. Here, it is intended to construct a station platform and provide the facility to turn locos and run round the train, thus obviating the need to propel trains in one direction, or to "top and tail". At the head of the list of improvements, however, is the provision of a roomy, secure stock shed and turntable in the "Yard" under Wash Green bridge. Work on this shed is about to commence - albeit nearly a year later than had been hoped - and on completion we will then be in a welcome position to accommodate a much-needed extra coach or two and perhaps another locomotive.

Ongoing vital work, which gets more and more time-consuming as the line gets longer, is the constant need for packing and levelling of the permanent way. Only about half of our line is so far fully ballasted, with the remainder temporarily laid directly onto the soil, and is hence very susceptible to movement over time. Upgrading this temporary track is high on the list of work to be completed, and it is a sure thing that our small team of volunteers will never run short of PWay jobs to keep them out of trouble!

A minor setback occurred shortly after resuming our operations this year when our

more follows: —→

only steam locomotive developed a fault and had to be taken out of service for repair. A small pipe located inside the smokebox, which injects cylinder lubricating oil into the main steam pipe, developed a crack and had to be replaced - not exactly the most convenient or clean location to work on a loco of this small size. During this time, our trusty battery-electric loco "Tubby" took over the running and kept the passengers happy, and "Wren" is now back in service.

A welcome "first" for our line this year has been the visit of a steam loco from another railway. This is a Romulus type which belongs to a Derby based model engineering society and operates a miniature line in Derby. This type is much larger than our own steam loco, and is perhaps representative of the size of engine we will eventually require as our line gets longer and our trains get heavier. See rear cover.

Now that we are up and running, the intention is to run every Saturday that the EVR is running the "big line" - virus and weather permitting, right up to Christmas. Tell your friends!



Visitors enjoy a ride on the Miniature Railway behind 'Wren' on August Bank Holiday Monday 2020.

The photographer apologises for almost obliterating Ron, the driver!

Photo © Trish Birks

DOWN THE YARD

Tim Oaks

Dave Clarke has continued his archaeological dig at the end of the shed, exposing the remains of the old turntable ring. Beyond that another section of the extension floor has been concreted.

Here are some pictures of the big dig at the back of the shed; the aim is to be able to shunt coaches through the shed and carry out bogie examinations at the back. Once the excavation is complete, work on concreting the floor and completing the structure can resume.

Photos © Tim Oaks



COMPANY SECRETARY

Ian Bowley

I sincerely hope that everyone has remained safe during these weird times. Several of us have been shielding, but life goes on and so does the amount of work carried out by your trustees on a whole range of projects as the railway slowly but surely comes back to life.

We hope this year's **AGM** will be held in January 2021 over the internet, by Zoom. To do this, we will need to know how many people want to take part as we need to buy time and numbers of slots beforehand. If you would like to "attend", please send an email to: **eric.hills@hotmail.com** to book your place for the AGM in January.

Just one other piece of news, we now have a new roof on the steam shed – at last!

Santa on a Steam Train

Booking is essential

For the first time, festive trains will be steam-headed!

Please see the enclosed leaflet for details.



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DUFFIELD STATION BUILDING

Geoff Clark

The cream paintwork was sanded down and given several coats of white primer/undercoat. The rough maroon edges were also sanded down in readiness for primer and undercoat. It has since been fully top-coated.

The seat has had a much needed make over too.



All photos © Geoff Clark



Shottle Signal Box © John Sylvester



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A BIT OF HISTORY

The Editors

Here is an interesting picture taken by the late David Weet, of the days in the quarry above Ravenstor. Many small industrial locos were used in the surrounding quarries to get stone to the yard in Wirksworth.

This picture is undated and although the engine carries a name-plate, it is not readable in this shot but the probability is that she is Works No. 266, built 1873 by Black Hawthorne & Co in Gateshead. Originally named "Wellington". She came to Wirksworth after a long career of 73 years.

Initially supplied new to Walter Scott in Newcastle, she moved to the Holwell Iron works in Melton Mowbray after a re-build in 1894 and presumably she was re-named "Holwell No 3" there. In about 1912, she moved to Stanton Iron works in Lincolnshire after another re-build and was loaned to several other quarries in the area. Somewhere in that period she was re-built again.

She was re-built for the fourth time in 1935 at Holwell and, still owned by Stanton, moved around a number of quarries in Leicestershire until finally being sold to Bowne and Shaw of Wirksworth in 1946 where she worked regularly into the 1970s. By then she was owned by Tarmac Roadstone Holdings who had taken over the quarry. At that time she was the oldest working steam locomotive in the World at over 100 years of age.

Happily she has survived, and is at the Wensleydale Railway, although awaiting restoration.



photo kindly provided by John Hastings-Thomson



52322 L&Y Class 27 and BR Standard 78018 pass at Shottle June 2019. photo © N. Cooke

HISTORY IS MADE

Andrew Denham

In this picture, history was truly made. Two steam engines had never passed at Shottle Station from the line's construction in 1865 until the Steam Gala in 2019. The

Duffield to Wirksworth line was conceived as a means of access for the Midland Railway Company to tap into the burgeoning cotton trade in Manchester, but they were in competition with the London & North Western Railway company who already had metals in place.

MR formed an allegiance with the Manchester & Birmingham Railway and applied for the necessary act to build the line, which was to have joined the existing section of the Manchester, Buxton, Matlock and Midlands Junction Railway near Rowsley. On the day the act was obtained, the M&BR was taken over by the L&NWR, and a battle ensued that eventually saw the line being reduced to the branch we have today.

All the bridges and underpasses were gauged for double track working, but it was only ever laid as single track.



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Volunteer Steam Crew 2012

photo © Martin Miller



Barclay 2217 'Henry Ellison'

photo © Eric Hills

PHOTOS IN THIS ISSUE

The Editors

Our aim is to give you a flavour of some of the 'moving parts' of the Railway - be they humans or locos!

We have chosen Photos depicting 2 Diesel locomotives, 2 Steam Locomotives and 2 volunteer photos as typical examples:

Page 11: Ferrybridge No.3 'Brian Harrison'

Page 14: Class 8 No. 08605 GR Walker

Page 14: Volunteers doing trackwork in the snow

Page 22: Volunteers with HE's boiler

Page 22: Barclay 2217 'Henry Ellison'

Back Cover:

TOP: Thomas Hill Vanguard Class188c 'Tom'

photo © Graham Stokes

BOTTOM: Visiting Romulus type engine on the Miniature Railway.

photo © Kyle Tait

Many thanks to all who have given pictures/articles to make this an interesting magazine - we couldn't do it with out you!.

JOE'S WORD SEARCH

The Editors

In Issue 79, we asked if you could find any other words that were not necessarily related to the railway.

Here are some we discovered:

Bit	Era	Hazel	Love	Rove	Wood
Cam	Fat	Hire	Met	Row	Word
Cue	Fed	Ill	Nee	Slit	Yell
Dew	Fin	Ire	Non	Son	
Die	Fir	Lap	Pal	Sword	
Eel	Fish	Late	Pot	Tat	
Ego	Fowl	Ley	Rif	Tee	
Ell	Green	Lion	Roe	Trend	
End	Grove	Lore	Router	Wash	

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