



Ecclesbourne Express

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Railway Association*

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The Wirksworth to Duffield Line

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N.B. The Summer edition will be published in July 2020. Contributions are welcome by post or email to the editors at: ee_editor@yahoo.com by the deadline date of 19th June 2020 please.

Front Cover: W55034

(photo © Roger Dimmock)

Back Cover: Peckett No1257 'Uppingham'

(photo © IRS Collection)

Letter from the Editors

So, Spring has arrived and just as we were settling down for a cracking season, a new virus has appeared to put a spanner in the works for all the railways like ours, as well as many businesses. Not what we wanted to write about at all!

As this is being written, the railway is temporarily shut down with no public access.

This has obvious financial implications for the immediate and far future – no visitors = no income!

We will survive somehow, as that is in the nature of the Heritage Railway movement.

However, right now, we would welcome any contributions however small (or large of course). If you can help, please visit www.e-v-r.com and click on the “Victory Over the Virus” link to make a donation and help The Ecclesbourne Valley Railway over this difficult time.

We can only re-open once the government lift the current movement restrictions, but rest assured that we will be back as soon as we possibly can.

On a lighter note, we still have steam engines booked to arrive although the exact date and use is a moveable feast, we remain optimistic for the summer season, if not sooner.

Please note that some articles were written before the current “lockdown” was imposed.

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TRUSTEES

Pat Craft

In the first three months of the year, three Trustees resigned, Joe Ruddock, Mike Parker and John Hastings-Thomson. Their contributions will be sadly missed.

Joe is one of the original Wirksworth Eight, starting in November 2000, helping to clear the station yard at Wirksworth, then the line to Duffield and helping to re-instate all the foot-crossings. He helped with a variety of tasks as well as the clearance - creating logs for sale, using his mechanical skills to restore and maintain the steam engines and later the coaches.

He became a Trustee in 2004 and was a regular attendee, who with his knowledge of the development of EVR and EVRA was a useful contributor to discussions, until his last meeting in January this year, after which he tendered his resignation.

Mike joined in 2011, when he retired from his work and became a Trustee later that year. His legal knowledge was of great use to The Association and the Trustees. His measured contributions to discussions will be greatly missed.

Little did anyone know that he had a talent for restoring the woodwork in our coaches which would gain compliments from visitors and colleagues alike and his persistence, sometimes in the face of adversity, with coaches being moved to inaccessible bits of the yard, lack of power, inclement weather etc. was much admired. Luckily for EVRA he is willing to continue with this work and with repairs to our coaching stock as required.

John resigned as a Trustee, as Association Secretary and as chair of the Trustees meetings at the March meeting. He had first joined the Association in June 2002 when he lived in Retford. He later moved to Ambergate and became a regular volunteer helping on the P-way team and progressed through the various stages to become first a guard and then an engine driver on the Andrew Barclay engines. He became a Trustee in 2006, Ecclesbourne Express editor in 2014 (retiring in 2019) and had been chair of the Trustees meetings since 2010, providing much needed continuity and common sense. He brought with him an increasingly wide knowledge of the heritage railway world through his contacts and, through his involvement in the Patriot project, insights into the restoration of steam engines. With his usual dedication, he has said that he will remain as a volunteer, organising the packing of the newsletter, helping on the SO bar and with model railway sales from the shop and no doubt in a myriad of other ways.

John brought the idea of regular giving to EVRA and introduced the Loco Club, which was later extended to include coaches, initially the three, which he was instrumental in acquiring for EVRA. In recent years he was chair of the fund-raising sub-committee, raising funds specifically for the new station building, bringing in more regular donations and enabling phase 1 to be built. His involvement as a Trustee Association Secretary and Chair will be sorely missed.

OBITUARY FRED VICKERS

Pat Craft



Fred who died recently after a fall at home, was one of the old school - a gentleman in both senses of the word. He and Iris joined EVRA early on, in 2004, and were always busy when they came to the railway. Anything that needed doing - Fred was there to help, in the café/buffet, clearing the platforms, brushing away the dirt, helping at events as the photo with Anton shows – even if they are both sat down! He would fetch and carry, helping with deliveries, - nothing was too much trouble. His and Iris's regular day was Tuesday when they deep cleaned the Mess Room, a sadly necessary task each week and done with good humour by both Fred and Iris, even though they knew it was going to need doing again the following Tuesday.

In addition, having helped with the gardening and keeping the flower tubs and boxes in good order, in recent years they took over this task which certainly helped make the platforms at Wirksworth an attractive place for both the other volunteers and the visitors. Often, Fred could be found busy watering the flowers to keep them in good condition on Saturdays and other days. His input around the Wirksworth site will be sadly missed as will his always cheery manner and willingness to have a chat.

VACANCY - GIFT AID CO-ORDINATOR

Ecclesbourne Valley Railway Association is looking for someone to fill this post.

The Gift Aid we receive on donations given by UK taxpayers is a valuable income to the Charity. The present Gift Aid co-ordinator of 12 years is stepping down and we urgently need to find someone willing to take over this role.

Use of your own PC and printer will be required. Full GDPR privacy needs to be maintained at all times, and data held on file is solely for the Association's use. Attention to detail, typing skills and knowledge of spreadsheet manipulation will be required (sorting: alpha and number, find, auto sum, transfer data to another spreadsheet, absolute cell references).

In order to submit the claim to HMRC, only three times a year, Open Office (free) will need to be downloaded to your PC. A paper alternative method is available. Knowledge of Gift Aid and GADS can be found at <https://www.gov.uk/claim-gift-aid>. (cont'd page 6)

Data comes from various sources by way of monthly figures that need to be input into a designated database of those people who have provided us with a Gift Aid declaration. Working from home if done only monthly one day per month is necessary, if you would prefer to update the database as information is sent to you then a couple of hours per week as and when. Some storage of documents will be required for up to six years. Scanning all documents and protecting by password could be implemented. Training can be provided.

Please note that as in all EVRA positions, this is a voluntary (i.e. unpaid) post. To get in touch, please contact the EVRA Secretary by Email: treasurerevra@outlook.com
or Telephone: 01332 676396

COMPANY SECRETARY

Ian Bowley

Welcome to 2020. Who would have believed that in a few short weeks we would be in this situation?

Notwithstanding, life goes on in the steam shed slowly but surely. We are putting No. 3 back together having had the boiler returned from Israel Newton with new tubes fitted pressure tested and steam tested. We can now get it back into service after the 10-year overhaul. Having taken the driver's side piston apart to inspect the rings, it was decided that they would last at least another year and therefore it was reassembled. The boiler is now back in the frame, (see pictures on the website), the new interference fit bolts have been refitted into the smoke box, and the new lagging has also been installed which is a vast improvement on the original. What a difference ten years makes; the insulation is totally enclosed in a foil wrapper and the joints are all taped to seal it against water ingress.

Henry Ellison will be back in steam in the next day or so having been washed out after its winter lay-up.

The work on Cathryn is also progressing. The firebox is now reattached to the boiler and will very soon have new tubes and stays fitted. We are all looking forward to the day when the boiler is returned, and we can get on with completing the rebuild.

When I became company secretary I never realised how much responsibility for the day-to-day working of EVRA would end up on my shoulders, my whole idea when I took over the position was to keep everybody in the picture as to what was being done and what decisions are being made by the board of directors. At times, I am sorry to say I do not have all the answers and therefore need to rely on other people, but we will get there in the end.

Please make sure that you keep safe and follow the government guidelines, so that at the end of all this we can return to our beloved railway and give both the public and ourselves the enjoyment we deserve.

HRA PASSES UPDATE

John Hastings-Thomson

The application for HRA Passes is with the HRA and the cheques should be cashed soon if not done so already. I will dispatch the passes as soon as I receive them but that now seems unlikely to happen before the end of April.

As I am no longer on the EVRA Board and therefore not Association Secretary, I will not be handling the HRA Passes application next year but will see this year's application through to its conclusion.

Keep Safe.

WIRKSWORTH STATION BUILDING

Mike Craft

Work in the toilet block (phase 2A) has continued and until work was forced to finish in March. Work was on track for opening at Easter, but the current situation may well delay that.

SALES MATTERS

Pat Craft

Since we re-opened in February, sales were buoyant, and we had a record-breaking weekend at the Multiple Memories Gala which augured well for the season- little did we know what was around the corner! We attended two model railway shows on the last weekend in February and again took record amounts. The opening weekends in February brought lots of donations of books, DVDs, Timetables etc. and many of these remain to be sorted when we re-open.

The display case (advertised in the Winter issue) went to a new home in Lincolnshire.

P-WAY REPORT – MARCH 2020

Graham Clark

The main focus this period has been on the track re-laying near bridge 24 (Derby Road No 1 bridge). The track here has suffered from flooding for many years and there were reeds growing alongside the line. Patrolling this section was hazardous as the ground was so waterlogged it was difficult to walk along without slipping over in the mud. A concerted effort to dig out and clear the drains in this area well in advance of the work allowed the track to dry out, but the ballast was heavily silted with rich black soil that had run off from the fields. This material also filled the ditch on the downside. We excavated the muck using the Komatsu and the mini digger. On the plus side, the rich black soil has provided material for the station garden and the bank alongside the miniature railway. The method of re-laying had to take into account that there was not much space alongside the line. The method used was to lift out the rails using the Komatsu and stand them aside. The old wooden sleepers were then lifted out by Komatsu (where it could reach) and by hand (where it couldn't). The sleepers were bundled up and taken away

to Wirksworth for sorting. The mini digger then scraped the fouled ballast off the formation and piled it up for the Komatsu to load into Grampus wagons to take away. New ballast came to site in the Grampus and was unloaded by the Komatsu and spread out by the mini digger. Second hand concrete sleepers were then laid out to line and level and the rails lifted back it. As we don't have a machine to lift and line the track, we had to be particularly careful to get them in the right place as it is nearly impossible to move them manually once installed. More new ballast was dropped, and the track consolidated using the Robel packers. We re-laid 4 panels of track over the 4-week



period, though we still need to add more top ballast to finish the site off. The view of the track from the Derby Road bridge looks much better now, it looks like a main line railway rather than an abandoned canal!

The P-way team enjoying some winter weather! (Photo © M. Fairburn)

In Wirksworth yard, the seemingly never-ending task of adding extra siding space has continued. The new left-hand point to go in the level crossing is slowly taking shape, though we are still missing a few of the special cast iron chairs, so it can't be completed yet.

We are a friendly bunch of track workers who would welcome new members to come and help with all our varied track maintenance tasks! We work Tuesdays, Wednesdays and Thursdays, but you don't have to do all three days.

Please contact Mike Fairburn for details: mikefairburn57@live.co.uk>

WIRKSWORTH MODEL RAILWAY EXHIBITION 2020

**The dates for the 2020 exhibition are Saturday 17th and Sunday
18th October.**

We are still booking layouts and traders.

MORE P-WAY (Dancing Diggers)

Richard Buckby

On 6th January, (day 3 of the possible six-week re-laying of our line) just north of Derby Road bridge number 1 saw the Permanent Way team unusually working on a Monday. We intended to work 4 days that week as time was pressing and daylight was at a minimum.

The first panel of track had been lifted and removed on Thursday, followed on Friday by the digging out of the underlying soiled ballast and mud. Today saw both machines in use, with the Takeuchi manned by a welcome one-day volunteer who drives such machines for a living. His skills were much appreciated. We collected a wagon load of new ballast from the yard and the two machines worked in concert, with the Komatsu emptying the wagon contents on to the formation and the small machine laying a base layer of stone - it was quite poetic to watch!....



It was not all machine work, as muscle power was required to shovel ballast forward in the wagon to enable the Komatsu to reach it.

Next, the first of some 100 concrete sleepers will be laid out ready for the rails to be laid. Lots more panels to go...!

100 CLUB Draw Spring 2020

Andrew Denham

The 100 Club still flourishes and has produced another three winners exactly as it is supposed to do. They are:

1st Prize No. 109 £81.68 Mr Dungate (Who kindly donated his winnings to the railway)

2nd Prize No. 214 £49.01 Mr Overton

3rd Prize No. 186 £32.67 Mr Westerman

All prizes were paid by BACS this time owing to the Covid19 outbreak.

Why not join us and be in the next draw? Just £3 per quarter per entry. Contact the writer for more details, (see *Page 2*).



There is not a lot to report since my last update. The winter rains have kept the pit pump very busy, there have been times when we arrived, and it looked more like we had a swimming pool than an inspection pit!!

By the time you read this article we should have steam tested Henry Ellison in readiness for the start of the season after its 12-monthly maintenance schedule.

Bob Gibbens tries some gentle persuasion.

As you may be aware, the boiler for number three has returned from Israel Newton and is sitting in its frames. It is secured on to the frame by various heavy-duty bolts at the smokebox end and by angled flanges at the rear firebox end. The angled flanges have gone back on relatively easily but most of the smokebox bolts had to be cut out with oxyacetylene gear to remove the boiler, so Stuart is having to make new ones.

The Cherry Picker has been freed from its captivity at the rear of the Maintenance Shed so once it has been checked over, we should be able to proceed with the re-roofing of the steam shed. It's not the rain getting through the holes in the current roof we mind so much as the incessant shower of rust particles and dirt that continually cover the locos because of its poor state of repair!

MINIATURE MATTERS

Ron Davenport

Ridership of the miniature railway last year was satisfyingly up on the previous year, at well over one thousand passengers, and it encourages us to work hard to improve and extend this little railway still more. One memorable highlight was a visit by several members of the Branch Line Society, who insisted on travelling every inch of track, including in the stock shed and along our one and only siding! They were extremely appreciative, and we look forward to seeing them again when our line is complete.

Unfortunately, over the Winter, progress on improving the railway has not been as rapid as we had hoped due to the appallingly wet weather. Despite this, we have succeeded in extending the line to a distance of 200 yards. We are now about half-way to our planned terminus next to the Ecclesbourne Way sleeper crossing and attention must now be given to the shed area beneath Wash Green Bridge where work on the turntable still awaits. Work on the new stock shed is still at the stage of only being a few pencil lines on a sheet of paper.

We are very conscious of the need to make a ride on the Miniature Railway a more interesting experience. As well as the landscaping and the planting of flowers and shrubs, the construction of an artificial tunnel and a bridge would transform the enjoyment of the ride. These are among ideas being seriously considered once the railway itself has been completed.

Our attractive little steam loco “Wren” performed superbly during last year and must have clocked up several hundred miles in total. However, we are going to have to manage without it for a little while, as it’s Boiler Certificate has expired and requires the attentions



of a Boiler Inspector before it can run again. In common with standard gauge steam, even small gauge locomotives are subject to the same boiler tests, and in the case of “Wren” this means a hydraulic test every 4 years and a steam test every year. With fingers tightly crossed, it should be back at Wirksworth in time for the Summer Season.

Little and Large: Clayton Equipment Ltd.'s loco for Tata Steel being tested in 2019 between Wirksworth and Duffield passing our miniature battery-electric loco “Tubby”.

MULTIPLE MEMORIES 2020

Leigh Gratton

Mid-March saw our Multiple Memories Railcar Gala, a two-day event which showcases our large collection of award-winning heritage railcars and occasionally has a visiting unit too (see front cover). This year we were delighted to have Class 121 W55034 visit courtesy of Locomotive Services at Crewe. This unit is one of the only first generation DMUs still to be authorised to drive under its own power on the main line. The unit was latterly used on the Princes Risborough to Aylesbury route by Chiltern Railways before passing to Locomotive Services upon retirement from this role. The first thing that strikes you upon seeing the unit is the quality of the paint job that it has been given. A beautiful original green colour with a deep shine.

Externally, the unit features modern LED marker lights rather than the traditional filament lamps we have in ours. The keen-eyed will have also noticed strange extensions to the bottom of the doors. This is, of course, the secondary door locking system required on the main line which uses an ingenious magnet system to effectively stick the doors to the step board preventing them from being opened. Internally, the unit has been refurbished but generally retains the original layout except for the removal of the internal bulkhead between the smoking and non-smoking saloons. The seats are trimmed in a moquette that is pleasant but unknown and the ceiling is formed of powder coated aluminium sheets which gives it a very clean look. Airline-style passenger emergency information stickers adorn the walls. The driver’s cab features most of the modern safety systems including the GSM-R, forward facing CCTV, OTMR control and Drivers

Reminder Appliance. Arguably the most modified area is the Guard's compartment which has had a cubicle usually used for a toilet installed but instead it houses the control gear and switches for the safety systems as well as the automatic fire extinguishing equipment.

The unit was certainly a hit with the visitors during the weekend and my particular highlight was being able to run a train formed of three separate single car DMUs all of different classes – W55034, W55006 and M79900! We also threw in a box van tail load for good measure. In fact, the whole weekend was very busy with many of the trains having very limited numbers of available seats indeed! It was great to also have the additional attractions of the Llangollen Railcars sales stall, the Bury 504 Group stall and not to mention, the now on site, LMS 10000 group.

W55034 is due to stay with us a little while as we undertake some track time for Locomotive Services so that their drivers can attain some further driving hours before the unit goes back out on the main line. Of course, we're not sure when this will be due to the current situation, but we look forward to getting it back out in service later in the season for you to enjoy if you missed it at the at the event. *(photo on Front cover)*

LMS CARRIAGE ASSOCIATION Part 2

John Leather

Since the first part of this article appeared in the Autumn, the Brake Third Open No 27001 has been in the maintenance shed where the electrics and the painting have been completed with the exception of the final varnish coat which will need 2 or 3 days of no activity in the shed to avoid dust on the wet varnish.



The lettering has been applied by hand, a slow process which requires a great deal of patience, waiting for each colour to dry before applying the next one.

Whilst in the shed the opportunity was taken to lift the body and carry out maintenance work on the bogies and the brake gear replacing components where required. The inside is now complete and ready to go. All that remains is to have a test run to monitor the braking system and the bearings. As the vehicle is still inside the shed, we shall have to wait for an ex works photograph.

No. 3 (Photo © J Leather)

The next project will, as mentioned in Part 1, be to complete the restoration of LMS Third



Open no 27162. The structural damage sustained as a result of the fire in 2011 has been repaired and is now watertight, more or less. The carriage was built in 1946, being one of the first LMS carriage to appear after the war and is based on the 1935 Stanier design for a 56 seat third open with 2 + 2 seating arrangement

Nicely restored interior of Brake Third Open No 27001 (Photo © J Leather)

Whilst the final decisions are yet to be taken on some of the details of the design, the carriage is intended to be a companion to LMS 27001 which together can be operated as an authentic LMS Dining Car set, but can be used as regular passenger vehicles when required.

The decor will be very similar to that in 27001 in a 1930's Art Deco style. The moquette for the seats has already been purchased and the ceiling lights will be identical having been made from scratch. There is however a great deal of woodwork to be made which will include seats, tables and all the wall trim as well as a partition with sliding door.

In the meantime, it will be possible sample the experience of dining in the style of the 1930's when 27001 enters service.

LMS 10000

Andrew Hoseasons

The Ivatt Diesel Re-creation Society took over the lease on the former garage building in Wirksworth yard in September 2019. The aim of the Society is to build a new LMS 10000, made possible because an original English Electric 16SVT power unit is now owned by the charity along with a suitable chassis and bogies. Britain's first mainline diesel locomotive was constructed at Derby in 1947 by English Electric and the London, Midland and Scottish Railway (LMS) under the direction of H G Ivatt. 10000 and its twin 10001 were the prototypes for much of the traction which served Britain in the 50s to 90s and some of their descendants are still in use today. Sadly, both pioneers were scrapped in 1968, 7 years before the National Railway Museum opened.

The Ivatt diesels were built in an 'Art Deco' style. With their smooth lines, shiny black paintwork and raised aluminium numerals they were the cutting edge of technology for their time.



10000 at Derby in 1948 (Photo © Walter Dendy)

The workshop will be used to refurbish parts. The main task that will be completed in the workshop is the modifications to the chassis to accept the refurbished EM2 bogies which will be stripped and shot blasted before being brought to Warkworth. Prior to opening we had to clean both inside and out. We have worked with the Warkworth U3A gardening group to design a low-maintenance bee friendly garden area to the rear, along with clearing unsightly bushes to the front. We pressure washed decades of oil from the concrete floor then painted it.



Stan Fletcher (Photo © I. Dobson)

The workshop was opened on Friday 6th of December by the charity's President Stan Fletcher. It is named Centenary Works to mark Mr Fletcher's 100th year. He was one of the team who constructed 10000 in 1947 at Derby Works, who then acted as a commissioning engineer for English Electric, who contributed the 16SVT power unit and electrical control system. He then went on to accompany the locomotive during the initial years in which it and its twin 10001 proved that diesel traction could haul express trains.

Upon cutting the ceremonial ribbon, Mr Fletcher spoke to the assembled members and industry representatives, saying that he was heartened to have seen the rail industry supporting us and it is encouraging now we are that point that we are now going to achieve something!

He added that the workshop was another achievement for the Society, which, in the last 12 months have obtained a large number of parts, including former EM2 bogies to go with the 16SVT power unit and class 58 chassis and have obtained a sleeper coach,

10597, donated by Porterbrook, which arrived at Wirksworth on the 12th of November 2019 for use by LMS10000 and EVR volunteers. It was latterly in use in the Caledonian Sleeper train. The charity's website is www.LMS10000.co.uk

You will find a Loco & Carriage Club leaflet enclosed with this issue and we make no apologies for asking for your hard-earned cash yet again.

The concept was first introduced by our recently resigned Association Secretary John Hastings-Thomson and provides much needed funds to keep our coaches and locos running.

"Every little helps" or so a certain major retailer tells us

WINTER COACH WORKS

James Hallam

As the wet and stormy winter comes to an end, we find ourselves preparing for the season ahead. This can be seen in the Carriage and Wagon department, with several vehicles receiving attention.

The LMS BTO 27001 (see later article) is in the final stages of competition after a mammoth restoration comes to an end. With bogies having received attention and the underframe wiring complete, lowering onto bogies and varnishing awaits before dynamic testing can commence.

Meanwhile, the Mk1 SK 24918 is in the maintenance facility, receiving a rebuild to its No 2 end following withdrawal from service last season, due to corrosion. The works are well underway but still a lot of work needs to be done before re-entry into service for the planned Diesel Gala in April.

The Mk1 SO 3727 has had new internal panelling fitted to the No 1 end saloon, following the deterioration of the previous panelling. It is also due to be lifted on the new carriage jacks before services commence.

Mk 1 CK 15849 is having its steam heating system returned to use following components having become available to test it.

Work steadily progresses on TSO 4440, sourcing the clamp wood for all 18 windows, taking us another step closer to making the body shell watertight.

Coaching stock examinations continue to progress during the week, with several to complete for the loco hauled services to commence.

More work will follow over the coming weeks as we try to get ready for the new season when it eventually gets started.

BAGNALL 2746 THE DUKE.

Tim Oaks

The world seems a little upside down at the moment, but I have assured David Wright at Loughborough that he can continue as fast as he is able.

Welding and riveting of the new firebox back head to the existing wrapper has been completed, all the stay holes have been drilled to final size and tapped, manufacture and fitting of back head stays has commenced. The internal steam pipes were being formed and installed when I last went down to Loughborough about three weeks ago. These take steam from the dome to the injectors and return water into the boiler. Once those are in the sling stays at the front of the firebox can be fitted. Naturally David is keen to complete absolutely all internal work before installing the tubeplate and blocking his means of access.

Meanwhile the 8F team have been conspicuously absent and are down at Loughborough, stripping the 8F No.48624. The aim is to have it ready for a boiler lift before The Duke's boiler returns so they can concentrate on that in turn. I have been down to help occasionally, working on 48624 makes it very clear that it is a far more sophisticated machine than even a large industrial like The Duke: everything is heavier and more complicated. Good progress is being made and the people at Loughborough Great Central shed have been very helpful and welcoming.

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PLAQUE AT SHOTTLE BRIDGE

Anton Shone

In the previous issue of the Ecclesbourne Express, a question was asked about the plaque at Shottle Bridge, here is the story:

Under the arch at Rainbow Bridge



"The plaque at Rainbow Bridge"

"Pass by now all our small creatures at rest by the bridge: look out into the world where the gentle rain falls and the sun lights the valley, its fields and its trees."

This plaque commemorates the pets which are buried under Shottle Bridge. Over the many years which the railway had been disused, the residents who lived next to the bridge had used the space under the arch to bury their late pets: dogs, cats and other small creatures. When we wished to properly rebuild

Shottle Station there was a small line of crosses in the place where we planned to make the steps and the path under the arch.

I said to the residents that we could not leave these crosses, in case those using the station thought humans were buried there, but that we would not disturb their former beloved pets and we would commemorate their presence with a gentle and respectful reminder. That reminder is the plaque you now see.

The Rainbow Bridge is, in some mythologies, the bridge which small creatures must cross to reach the afterlife, so it seemed appropriate. The words on the plaque are mine, standing under the bridge you do indeed look out upon the valley there, its fields and its trees.

Wikipedia says that Shottle Station was re-opened on 9th of August 2014. This is not correct, it was re-opened on Midsummer Day 24th June 2012, with the first train calling being the 10.42 to Duffield, the Wirksworth Thunderbolt, hauled by class 33 number 33035 and driven by Graham Walker.



The access at that time was from the north end foot-crossing, the station platform was later rebuilt and the stepped access put in for 2014, as it proved impossible to re-open the original level and gated path due to the opposition of the late and redoubtable Miss Bell. Safe public access is now established to the down platform.

Thanks to those who responded and special thanks to Anton for this article (*Editors*)

The planned volunteer's day was cancelled owing to the foul weather and was be re-scheduled in April and is on the move again!

If only we had known! The worst elements would probably have been easier to deal with than the situation that we find ourselves in now.

As you may know, the railway is closed as we put this magazine to bed with no obvious end date in sight, however all we can do is wait and see what tomorrow brings.

Of course, it is not only a matter of waiting to turn the tap back on again. Nature abhors a vacuum and will rapidly try to overcome our best efforts at weed clearance, rust prevention and 1000 other things that get attended to daily or weekly when we are open.

This year, we are at the mercy of the Covid19 virus pandemic as well as the elements, so it will take a little while and enormous effort to get everything ship-shape again once we can re-open.

Until then keep checking the websites: e-v-r.com and e-v-r-a.com for updates and news.

DERBY LIGHTWEIGHT DEVELOPMENT

DLPG



Internal progress (Photo © N. Ashfield)

Progress continues to be made on the unique Derby Lightweight twin unit. Following installation and plumbing of the toilet compartment in the trailer car, the second-class rear saloon and vestibule have now received ceiling panels. We were delighted in the Autumn, having contributed to the purchase of the carriage lifting jacks, to be among the first to make use of them, in order to swap the accommodation bogies for the refurbished correct ones.

Pushing those bogies round to the depot was not an easy task, and we are grateful to those who provided the human thrust, and who consequently built up quite an appetite that day!

QUIZ TIME

Rear cover: Peckett No1257 Type R2 of 1912 "Uppingham" simmers in the sun at Wirksworth Quarry around 1960. But where is she now? *Photo © IRS collection*

