



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

**Issue No. 61**

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**£1.50**



*The Wirksworth to Duffield Line*

# **Ecclesbourne Valley Railway Association**

(Company No. 5257082 - Limited by Guarantee)

(Charity No. 1106810)

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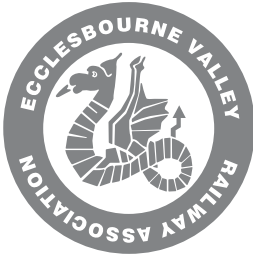
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**Next Edition will be published in April 2016** – Contributions welcome by email or post to John Hastings-Thomson, see above, by **Friday 1st April 2016**.

**Front Cover** – High Five for a Prince 23rd October 2015. *Wyvern Rail*.

**Back Cover** – Quality Time with Santa. 5.12.2015.



## NEWS UPDATE - Mike Craft

The Railway was honoured with a visit from HRH, The Prince of Wales on October 23rd. He rode on a special train from Wirksworth to Duffield and met representatives of a number of local groups including children from Wirksworth Schools. See photographs.

John Gratton and Paul Rayner have been presented with honorary Life Memberships in view of their long service to the Association and the Railway, following their decision to step down as Trustees at November's AGM. At the AGM, Graham Walker announced that he was standing down as a trustee.

Thanks are due to Eric Hills, one of our Trustees (who is also Catering Manager for WyvernRail) for funding and providing a buffet in November for working volunteers. It was prepared and served by the buffet staff who gave their time voluntarily. They produced a very good buffet, enjoyed by all who attended, and reviving a tradition of an annual volunteers buffet, which had died out in recent years.

The Annual Draw was made on 19th December at Wirksworth Station. The results are elsewhere in this Express. Thanks are due to everyone who sold or bought tickets and sent donations.

As many of you will appreciate 2017 marks the 150th Anniversary of the opening of the branch line and it has been suggested that we should aim to have a special draw with much better prizes. Although we have a few ideas, if any members are able to help us by providing contacts with businesses or other potential prize givers we would be grateful. Please contact me if you can help.

Daily reports on the work which volunteers do on the railway rarely mention work on the EVRA Coaches. It should be emphasised that the team working on the coaches are there every Tuesday and Thursday and at times 7 days a week when work demands it. Work on the SO is coming along apace, with the bar in place and the bar fittings being made for fitting after Christmas.

Work has recommenced on the SK, sanding the woodwork in the corridors so that they can be varnished before the season starts. The reupholstered first class CK seats are due to return in early January and will then need to be re-fitted in the compartments.

Finally, by the time that you are reading this we will also have paid the final quarterly instalment for the coaches and they are all ours now. We are grateful to David Hancock and the DPR Carriage Group for their kindness in allowing us to pay for the three coaches in this way, which has enabled us to get on with the restoration work over the last 3 years, whilst paying the purchase price quarterly.

The fruition of all this work will come with two events this summer using the SO – a Jazz and Booze evening in June (see page 6) and a Cheese and wine evening in July to raise money for EVRA. It is also planned to run Family Summer Steam Rail Cruises this year, with the SK and the SO, top and tailed with our two steam engines. More details will be available in the April EE and on our website soon.

As well as these events, we will be running steam on the incline on a number of days this year, coupled with offering steam experiences in the mornings before the incline service begins. In the run up to Christmas the number of bookings has been very encouraging, without the expensive advertising which we did in autumn 2014. All this use of the steam trains will mean that we will be short of steam engine crews. Please can anyone who wishes to be trained, please contact me.

In November EVRA funded the lifting of the Mess Room to its new position beside the Training Room, to enable the ramp to the new Booking Hall to be prepared. Thanks are due to all the EVRA members who helped with the many aspects of the move involved, from creating the new site, to removing cooking equipment, crockery etc., disconnecting and reconnecting the services etc.

The 13th Wirksworth Model Railway Exhibition, held in October, made a profit of £770, quite a lot less than 2014; most of the costs had been held to 2014 figures but the door takings were significantly down, for no apparent reason. Thanks are due to those who made the whole event happen and to those of you who came along.

There will be another Race Night at the Malt Shovel, Wirksworth Moor on Saturday 9th April at 8.00pm to raise funds for EVRA, so come along and bring your friends for an entertaining night.

At the AGM we were asked about the Weather Lottery, which still provides a regular income and details can be found on our website. Similarly by identifying EVRA (charity number 1106810) as a recipient it is possible to help us through Just Giving, for those of you who are familiar with this site.

If you are coming to the railway in 2016 please be aware that there are a number of variations in the times of trains and the numbers of trips per day, so do check the timetable on [www.e-v-r.com](http://www.e-v-r.com) or telephone 01629 823076.

We are very grateful to the late Peter Skinner for a substantial bequest and to his widow Betty for donating the proceeds of the sale of his garden railway and other railway items.

On a more negative note, it has come to my attention that a malicious individual has decided to malign EVRA on Facebook, with regard to the restoration work on Cathryn, without knowing the legal agreement with the owner or EVRA's Constitution. As he is not an EVRA member it might be better if he minded his own business and continued with what he is supposed to do. It would also appear that a rumour is circulating that EVRA is selling the narrow gauge track and the rolling stock and we have had several enquiries about it as a result. This is quite untrue, especially since the conditions of the grant which funded it do not expire until 2020!

## **SALES MATTERS - Pat Craft.**

The Model Railway Exhibition sale in the shop brought in double last year's total although sales at the exhibition itself were down. The reduced number of days when trains have been running has been a bit of a relief, but I remain very grateful to the volunteers who help in the shop in all weathers. There will be another Sale over May Day Bank Holiday weekend, coupled with a car boot sale on Sunday May 1st. If you have any items for the Bric a brac sale it would be helpful to have them early so they can be priced.

We are grateful to Marion Vaughan, widow of Gerry Vaughan (a founder member of EVRA) and great supporter of the railway for donating his books for sale in the shop. Professor Allan Wirth died recently and we are grateful to Mary, his widow, for donating his books to us.

This year's sale of donated Christmas items in the shop has been very worthwhile; thanks are due to those who donated items and made Christmas cards for us to sell.

## **PERMANENT WAY REPORT – Anthony Watt.**

Now that the last Santa Special has been stabled, and the last mince pie and sparkling wine consumed on the New Year's trains, the railway enters a quieter time. However, the permanent way team are gearing up for a couple of months of increased activity, taking possession of the line to perform much needed maintenance.

We started before Christmas, when the number of service trains was reduced, re-railing the track in platform one. Worn rails were replaced by newly purchased ones, the old rails being recycled to road three (the buffet car siding), which will be slewed across to form the steam shed road.

In the 'Bournebrook Avenue' area, at milepost 140 ½, badly dipped joints were cut out, the rails pulled together, and a shorter closure inserted. The aim was to improve the ride for passengers on the down trains. The exercise was repeated near Duffield, at milepost 134 ¼. Here there were also 'wheel burn' depressions to remove.

South of Idridgehay, at milepost 137 ½, we needed to deal with badly worn (side cut) rail in the outside of a bend. This section had been continuously welded, but we had cut it into 240ft lengths to remove the need for regular and expensive re-stressing. Over several traffic free days, we cut the rail to shorter lengths, of approximately 60ft, and then lifted and rotated it (by our friend the Komatsu, again) to give a good running edge. We hope that the ride will be so smooth that our work goes unnoticed!

We may have completed rail cutting and drilling for the time being, so our attention can be turned to the state of the sleepers. When we were last spot re-sleeping, we left some that were just acceptable. After two years or so they are now fully life expired. A stock of re-usable sleepers has been purchased, and they will be distributed along the line, wherever necessary.

At the end of the year it's interesting to look back at all we've achieved, and the resources used. The latter were often recycled from within this railway, although the harvest from the expedition to Spondon was invaluable. In terms of men and time: 35 men worked on 199 days, contributing over 8000 hours of labour. The gang sizes ranged from one lone man to 14, with an average of 5. Don't imagine that we're over staffed: there's always room for more help! We've a lot more to do in 2016.

## **Ecclesbourne Valley Railway Association Prize Draw 2016**

Income: Ticket: Sales £1101.50. Expenditure: Tickets £132.50, Prizes £145.00,  
Postage £11.11. **Net income £812.89**

<b>Ticket No.</b>	<b>Prize</b>	<b>Winner</b>
<b>1st Prize: 4818</b>	<b>Steam Experience</b>	R. A. Gratton, Northwich, Cheshire.
<b>2nd Prize: 956</b>	<b>£75.00</b>	Ann Smith, Rainworth, Notts.
<b>3rd Prize: 2763</b>	<b>£50.00</b>	Stuart Walker, Buntingford, Herts.
<b>4th Prize: 8226</b>	<b>Bottle of wine</b>	Mrs N. R. Wragg, Allestree, Derby.
<b>5th Prize: 8448</b>	<b>Derbyshire in the age of Steam.</b>	A. Ratcliffe, Penzance, TR18 4LD.
<b>6th Prize: 2606</b>	<b>Bradshaw's Diary 2016</b>	Mr & Mrs G. Merry, Ferndown, Dorset
<b>7th Prize: 4807</b>	<b>LMS Story</b>	Mr E. D. Hitchin, Carnforth, Lancs.
<b>8th Prize: 45</b>	<b>Bradshaw's Diary 2016</b>	A. Shaw, Stretton, Burton-on-Trent.
<b>9th Prize 8367</b>	<b>Bradshaw's Diary 2016</b>	Mr Caswell, Doncaster.
<b>10th Prize: 2827</b>	<b>RHS Diary 1916</b>	Linda Daghish, Sheffield.
<b>11th Prize: 5098</b>	<b>British Steam Locomotives DVD &amp; Book Set</b>	Gary Wheeldon, Spondon, Derby.
<b>12th Prize: 6999</b>	<b>Bradshaw's Diary 2016</b>	Mr J. Chadwick, Belper, Derbys.

## **Steam hauled Jazz and Booze evening Saturday 7th May**

**Join us for a Jazz and Booze evening on  
EVRA's newly renovated SO coach hauled  
by Henry Ellison from Wirksworth to  
Duffield and return.**

**Tickets £15 Places limited to 32  
Closing date 1st May**

**Tickets available via EVRA website or Booking Hall**

## **EVRA 100 CLUB - Mike Ball.**

The First Draw for the 100 Club was drawn at Wirksworth on 16th December 2015.

The winners were: 1st prize, £54 - P. Birks of Mansfield, 2nd prize, £32.40 - A. Denham of Mansfield and Third Prize, £21.60 - D. Hayes of Derby.

80 Numbers were eligible for the draw. The next draw will be in March 2016 so Good Luck to you all.

May I wish you all a happy and prosperous New Year and thank all those people who have supported the 100 Club including those members who will become eligible from January 2016. With your support we can further our Railway and increase the number and value of the prizes.

**Make Joining The “100 Club” your New Year Resolution.  
Help fund projects to develop the EVR.**

**REMEMBER “YOU HAVE TO BE IN IT TO WIN IT”**

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

## **YOUR RAILWAY NEEDS YOU! VOLUNTEERS REQUIRED John Ball.**

You may have a talent which could be used to help the Railway move forward. There is also the opportunity to learn new skills and try something different such as being part of a team: Operations, Travelling Ticket Inspectors, Train Guard, Permanent Way, Vegetation Clearance, Booking Hall, Bookshop, Model Railway, DMU team etc.

Not all volunteering involves physical effort

One way to get to know the railway is helping in the booking hall or in the EVRA bookshop, it is where I started and gradually I got to know what else was going on,

Running a railway is like any other business. There are strenuous jobs, but there are also many other essential tasks which require other talents which I am sure many of you have. Some people can spare time on a regular basis or manage twice a month or a few times a year. Whatever, your contribution is valuable.

A passenger on Wirksworth Station during the summer commented “Amazing how the Railway maintains the infrastructure” I explained that it was due to the magnificent efforts of the volunteers. The passenger was naturally surprised, and collected an EVR Charitable Trust leaflet.



**The Prince of Wales on the EVR, 23.10.2015. - *Wyvern Rail*.**

**Idridgehay Station as it was. Model Railway Exhibition, October 2015.**







**EVRAs MK1 SK ex works.**

**New arrival: Class 25, D7629.**



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## **New Booking Office at Wirksworth - Leigh Gratton.**

The Booking Office and shop at Wirksworth is inadequate for the needs of the railway and is also in a rapidly deteriorating condition. The wooden portable building first arrived in 2002. It has served us well but now needs replacing. In late 2014 an agreement to rent a mezzanine floor in the adjacent former Tannery building was made. By coincidence the floor is almost the same height as the platform and at nearly three times the size of the current accommodation, it seemed an ideal choice.

The building is very old, predating the arrival of the railway and built during the second part of the 1700s. The owner has the original deeds written on velum! Its first use was to store animal hides prior to being sent for tanning. The whole complex is known as Newbridge Works. Not after the adjacent railway bridge but the previous bridge over the River Ecclesbourne, before it was contained in a long culvert running under the railway yard and the station. It is known, however, that the building was associated with the railway in the early 1900s, when it was used by an animal feed merchants called Fletcher Brothers. Animal feeds arrived by rail to Wirksworth Station and were brought into the building through the door we are going to use, reopened by ourselves. The Fletcher Brothers office is still in situ inside and we are using this area as a store room.

The mezzanine level had a simple wooden hand rail when we started and there was a sheer drop to the floor below. We have built a stud wall to enclose the area and laid a new wooden floor as the original concrete and wooden floor was uneven and unsuitable for public use. This has been fitted with commercial grade linoleum.

Apart from the paintwork and the erection of a counter area, the biggest job was sorting the electrics. We chose LED spot lights in the shop area as they're very economical and look good too. They provide plenty of light, natural light is more limited than in the old cabin. Heating and emergency lighting have also been wired up from scratch.

We hope that you'll visit us in 2016 to see the new Booking Office and layout of Wirksworth Station. The team who did such an excellent job on Shottle Station have reformed to build disable friendly access ramps to the new entrance occupying the land which was home to the staff mess room until November. The area currently occupied by the old Booking Office will be tarmaced and form a nice circulating space.

## **DUFFIELD BOOKING HALL: LIGHT AT THE END OF THE TUNNEL? Geoff Clark.**

The Duffield Booking Hall group presented the EVRA Trustees and the Wyvern Rail board with various options on how our new building could look at Duffield. The old concrete base under the present booking office will disappear and be used for hard core for the new base, level with the timber sleepers between our platform and our grassed area, This and provision of all services is being financed by Wyvern Rail. Reference was made to security issues such as shutters for the windows. The design of the building will incorporate disabled access for wheelchairs through double doors.

It is proposed that the EVR platform side of the building will have 3 windows and one set of double doors, 1 window at the end of the building looking down the platform ramp. The mainline side of the building will have 2 windows and one set of double doors. There is an option to include a full length canopy on our platform side, and a smaller one over the doors on the mainline side, hopefully this will be included into the build but a separate quote will be needed. The new building would be 10m x 4m maximum. By the New Year it is hoped to have two firm quotes ready to place a firm order. It is also hoped to start work on the base as soon as all details are confirmed.

Fundraising continues and further contributions will be gratefully received. Thank you for your support, we have raised £18,690 pounds to date, a substantial sum given by the general public as well as generous donation from members. Very creditable considering the fund was only started in March 2015. I would like to place on record our thanks to everybody from Aberdeen to Truro who have contributed to a much needed project and look forward to the completion of the new building.

## **STEAM TEAM REPORT - Bob Gibbens.**

There has not been a report on Cathryn or from the steam team for quite some time, therefore as this is the first magazine of 2016 I thought an update was in order.

Cathryn's frames have been painted inside and out. The outside being the original NCB Madder Lake, inside, as is the tradition for most industrial locomotives, signal red. Numerous small parts have been cleaned, overhauled and painted ready for re-assembly. The majority of the foot plating has been refitted. With the removal of the mechanical stoker some plates needed modifying. The front plates have been drilled and front sand boxes overhauled and refitted to the plates. These plates cannot be fitted yet, as they are part of the side tank attachments. We had a set back with the manufacture of a new coal bunker and have now started construction in house.

On the left side of the loco the piston has been returned to the cylinder after a clean, polish and freeing off of the rings. Both front and back cylinder covers are back in position and fully tightened. The slide bars are being prepared for refitting soon. The valve spindle bushes at either end of the valves have been refurbished or renewed and refitted. This allowed us to refit the valves and spindles back to the reversing link.

Both of the original reversing links were in such a worn condition that they were scrapped. A local engineering firm manufactured two new links for us without drawings! These links need to be manufactured to the correct radius or the valve timing will be thrown out. After a lot of calculations using the worn links, we settled on a radius of 41  $\frac{3}{4}$  inches. Hopefully it is right and we get 4 nice puffs per each wheel revolution.

The wheels were turned some time ago and the wheel centres were turned down and rebuilt up. Much of 2015 has been spent refurbishing the badly worn axle boxes and horn guides. First the horn guides were taken off, 12 plates held on with 6  $\frac{7}{8}$ " fitted bolts

that had to be slogged out with a sledge hammer. All the guides were machined flat and parallel and the bolts refurbished and then hammered back again! The Axle boxes were machined flat and parallel. Then the amount of metal to be put back on the axle box faces to bring them back to the centre of the horn guides needed to be calculated. This is important to ensure the coupling rods fit correctly. With these dimensions worked out, it then involved hours of welding. Each box was wheel barrowed from the maintenance facility to the weigh bridge for welding then back for machining, often several times, until the correct amount of metal was replaced on the box. Once the boxes are finished we can work out the new dimensions for the axle box brasses so they can go away for machining. This is a job we cannot do in house but once finished, I am expecting the loco to be back on its wheels in late 2016.

The leaf springs went away for refurbishing and are back and refitted. I hear some members are passing comment on the rough riding of locomotives with coil springs on the rear axle. It seem to me they are getting mixed up with a number of Robert Hawthorn Stevenson locomotives built in the 1950's for use in powers stations. These locos had 18 inch cylinders and very small wheels 3 ft. I think. The locos were designed to move heavy coal trains at 5 mph. Heritage railways that have them find running at 25 mph is not a good idea! Our loco was built by Hudswell Clark with 16 inch cylinders and 4 foot wheels. It was registered to travel over BR lines. Industrial engines which have coil springs over the trailing axle boxes tend to be light on the back end. To address this situation we have worked closely with a design engineer from Coil Springs. It is impossible to fit bigger springs because of where the springs are located. Taking this into account, the company has designed and manufactured springs for us which are 35% stiffer than the original so let us see how it runs and then comment.

Work continues on the firebox to remove the fire box stays, which is very laborious.

The side tanks have been cleaned out and new baffle plates fitted as the originals had almost rotted away. The main job at present is cutting out and replacing rusted plate.

The maintenance team have kept both the Barclays performing well. No 3 is being repainted. Both locomotives are having their annual maintenance program carried out before their annual boiler inspections.

## **BAGNALL LOCOMOTIVE GROUP JANUARY 2016 - Tim Oaks.**

We are now working undercover earlier than expected! This makes work on the motion much easier and we are able to do work we could normally only do in the summer.

Detailed examination revealed more wear in the motion than we would have liked; the big end brasses were a loose fit in the big end straps and sounded horribly similar to the noise the locomotive made during its last days in traffic. We decided to renew the bearings and two new bearing sets have been purchased. These will need to be machined to fit. The valve connecting rods were also found to be a loose fit in the guides, so the guide block has been taken down and the bronze bushes pressed out. Preparation work continues on the boiler. As many as possible of the copper stays have been unscrewed from the throat plat although three sheared. The sling stays are out and

work continues on the crown stays. This should save time and expense once the boiler goes to Loughborough. We already have the copper blank for the tube plate.

## **D7629: A BRIEF INTRODUCTION - Mark Fowler.**

**[www.D7629.com](http://www.D7629.com)**

D7629's arrival at EVR is an opportunity to give some of the history of the locomotive. It is a Derby-Designed BR/Sulzer/AEI type 2 locomotive, built at Beyer Peacock works, Gorton in 1965. One of the Derby Type 2 designs prepared for the 1957 Pilot Scheme. Follow-on orders were placed immediately, eventually totaling 478 locomotives. It was planned that the entire class would have been built in BR workshops. However, Beyer Peacock were facing financial difficulties and BR ordered a batch from them to prolong the solvency of the company. Locomotives from D7624 were built by Beyer Peacock, including D7629. Unfortunately the order was too late to save B-P, and they were released from the contract after D7659, Derby building the rest.

Completed in Sept 1965, D7629 went to the Eastern Region. Before its first works visit in August 1969 it was transferred to the LMR. Overhauled again in 1973 and its final overhaul at Derby in 1979. The bogies, power unit and ancillaries fitted during that overhaul are still with it today. After returning to traffic, as 25279 it settled in the North-West until withdrawn in March 1987, one of the last operational Class 25s.

Sold to Vic Berrys for scrap, it was re-purchased privately and moved to the Llangollen Railway, then to Gloucester-Warwickshire Railway and then The Northampton & Lamport Railway. I bought it in April 2000 in very poor condition, with bad water leaks, failed turbocharger, lorry batteries and some electrical damage in the main generator. The first task was to undertake a more detailed assessment of its condition. That year I seemed to be writing a lot of large cheques for new batteries, a full overhaul for the turbocharger including new bearings, and repairs to the main generator!

June 2001 saw the locomotive return to service at GCR. In 2003 I accepted an offer from Great Central Nottingham (GCRN), to visit with D7629 expecting to return to GCR. However as the GCRN's only serviceable engine, it became a permanent move.

I have talked with Neil Ferguson-Lee about D7629 visiting EVR for some time and in October we agreed for D7629 to spend 12-months at the EVR. EVR is very much my "local" railway as I live in Mickleover. I'm very pleased to come to EVR with D7629, and thank everyone for making us feel most welcome. Some of the other train crew and volunteers who help with D7629 are also spending time at EVR, so please say "hello".

## EVR TIMETABLE: February - April 2016.

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

**Wirksworth to Duffield**, The 2016 timetable starts Saturdays and Sundays from February 13th and on Tuesdays from February 16th. Also Wednesdays 30th March, 6th&13th April and Thursday on 18th Feb; 31st March and 7th&14th April  
The services are operated using Heritage Diesel Railcars.

**Steam Trains to Ravenstor on 12th-13th,& 25th-28th March 30th April & 1st-2nd May. Supplementary Fare charged.**

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

### SPECIAL EVENTS.

**Mixed Traction Weekend:** 12th-13th March. Diesel to Duffield. Steam to Ravenstor

**Easter Weekend:** 25th-28th March Family Circus at Wirksworth. Diesel to Duffield, Steam to Ravenstor.

**Rocks and Rails Weekend in conjunction with Steeple Grange Light Railway:** 30th April-2nd May. Also Bric a Brac sale. Diesel to Duffield, Steam to Ravenstor.

Full details at [www.e-v-r.com](http://www.e-v-r.com) or phone 01629 823076

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