



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

**Issue No. 81**

**Winter 2020**

**£1.50**



*The Wirksworth to Duffield Line*

# Ecclesbourne Valley Railway Association

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**N.B.** The Spring Edition will be published in April 2021

Contributions are welcome by post/mail to the editors: [ee\\_editor@yahoo.com](mailto:ee_editor@yahoo.com)

The deadline date will be **MARCH 15th 2021**

**Front Cover:** Pannier Tank 9466 heads the 12:10pm from Duffield approaching 40 Steps,  
north of Bridge No 1. on Nov 1st. *Photo © David Hayes*

**Rear Cover:** Dave Williams drives visiting engine 9466. *Photo © Ben Evason*

## Letter from the Editors

Apologies to anyone who did not get their mailed copy of the Autumn issue, or had to pay a fee to get it. Please see the magazine for more information.

**Please check if your membership renewal form is included with the magazine. The envelope label will say DEC 2020 if it is.**

The lockdown officially ends on December 2nd but what the tier system means for us is not yet clear. Please check our websites for updates and information. Currently we are due a tier review by December 16th, but by then this magazine should be winging its way to all our members.

We do have contingency plans, but in these uncertain times it is almost impossible to know what we can and cannot implement or when!

On the plus side we did get to run the visiting loco, 9466, for a few days at the end of October and it was well received by our customers and crews.

9466 departed for a winter vacation at the Kent and East Sussex Railway but as they are now in Tier 3 she has returned to Tyseley for her planned winter maintenance period. She will be returning to us next year and hopefully she will be back for the whole season in fine fettle and ready to go.

It may be an unusual Christmas Season this year, but as always, do your very best to have a

**Merry Christmas & Happy New Year!**

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That's the way to do it! photo © R. Buckley

**NB. Please check at [www.e-v-r.com](http://www.e-v-r.com) or [www.e-v-r-a.com](http://www.e-v-r-a.com) for up to date information regarding services, times and facilities available, before travelling to the Railway.**

## **NOTIFICATION OF THE ECCLESBOURNE VALLEY RAILWAY ASSOCIATION ANNUAL GENERAL MEETING TO BE HELD VIA ZOOM**

The Annual General Meeting of the Ecclesbourne Valley Railway Association will be held on **Saturday 23<sup>rd</sup> January 2021 at 2pm.**

**NB owing to the current pandemic this will be a ZOOM Meeting, so do not travel to Wirksworth.** In order to attend, just send your email address to Eric Hills at [eric.hills@hotmail.com](mailto:eric.hills@hotmail.com) by 9<sup>th</sup> January 2021. This will enable us to send you an invitation link to the meeting plus relevant documents. Please understand that if you do not provide us with a valid email address then unfortunately you will not be able to participate in the meeting.

The meeting is scheduled for a 2pm start but will be open from approximately 1.40pm. Please log-in early in case you have any problems, this will ensure that we can start reasonably promptly. If you are unable to attend and wish to send your apologies, please advise Joe Carver, Minutes Secretary, on [josephcarver@btinternet.com](mailto:josephcarver@btinternet.com).

### **EVRA ASSOCIATION SECRETARY**

Following the resignation of John Hastings-Thomson from the EVRA board, the Company Secretary has absorbed the majority of the tasks normally carried out by the Association Secretary with the assistance of Joe Carver. John has kindly agreed to continue to handle the administration of the HRA passes, see below.

Ian Bowley, Company Secretary, Ecclesbourne Valley Railway Association.

### **HRA Passes 2021**

### **John Hastings-Thomson**

I have agreed to continue to administer HRA Passes for 2021. Currently, there has been no communication about arrangements for next year. Like me, those of you who bought passes this year have probably not been able to use them at all. Our railway has however benefited from the help and support of the HRA in these trying times, so your money has been put to good use even if you have not benefited directly.

As soon as I have any information, I will contact those of you who bought passes this year, with the arrangements for 2021. In the meantime anyone who did not have a pass this year but would like to join the scheme next year, please email me on: [hastingsthomson@btinternet.com](mailto:hastingsthomson@btinternet.com) and I will contact you when any information comes through.

The HRA Pass cost £35 this year which entitles the holder and one other person to free or reduced fare tickets on most UK Heritage Railways.

Please note that to be eligible for a HRA pass you must be a working volunteer at EVR and a member of EVRA.

## AN URGENT MESSAGE FROM WYVERN RAIL PLC

### Sharing of membership information between WyvernRail plc and 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 **7th January 2021**.

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

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.

***Sorry to repeat the above articles from the previous mag, but owing to postage issues, see page 6, we have no idea who did or did not receive the last issue.***

***Note: the revised date for submission of information is now 7th January 2021***

**\* IF YOUR MEMBERSHIP TO EVRA IS SOON TO EXPIRE, PLEASE FIND YOUR MEMBERSHIP RENEWAL ENCLOSED WITH THIS EDITION. \***

The Covid 19 restrictions were still in place prior to our last mailing of the magazine and our usual stamp supplier was unable to provide the 600 stamps we needed to buy, so they were bought from a well known on-line retailer (the one that is named after a large South American River) by our treasurer, to be delivered directly to the membership secretary's address, thus avoiding personal contact as far as we could. Simple! What could possibly go wrong?

Robert Burns wrote in part of his poem "To A Mouse" that "The best laid schemes o' Mice an' Men, gang aft agley" \*

Our plan went agley (astray) in a big way! The new stamps duly arrived with the Membership Secretary. The whole household stuffed the mag and leaflet into the envelopes, stamped and labelled every one, then put them in the Post Office sacks. Yet another member took them to the local sorting office as usual, and all looked tickety-boo.....until several members received notices asking for a £2 payment for "None payment of postage".

We (or that is our ever resourceful June Cooke) swung into action and investigated the problem. The mag, leaflet and envelope weighed in at about 85 grammes and were "small letter" size, so that was not the issue.

We eventually discovered that our stamps were forgeries, with the blue a marginally darker colour than a "proper one." About 490 magazines had gone out with these on. Some Post Offices did not notice, some noticed but did not charge, whilst others demanded payment. Although some offices did let the recipient have a look at the envelope before paying the "fine", some would not allow that. Understandably, some recipients declined to pay for what could have been 'junk mail'. About 40 people have notified us and a number have had refunds from the Post Office after complaining.

We contacted as many members as we could by email but about 250 members have not provided any such details, so apologies to everyone for the problems of fines and non-delivery to those who did not receive their magazines.

*\* The poem was written after the Scots poet & farmer turned over a field mouse's nest as he ploughed his fields in November 1785.*  
*Ed.*

## VOLUNTEERS' DAY 2021

## EVR

It is still very tentative at the moment, owing to the unpredictable situation regarding Covid 19 restrictions but we have pencilled in **Saturday 17th April 2021** as volunteer's day. Details will be on the EVR & EVRA websites nearer the time.

This is the Railway's open day for potential volunteers to come along and see what we do, and for existing volunteers to turn up and explain what we are about to anyone who may be interested in joining our merry band.

Everyone is good at something! Volunteers are our life-blood, so if you know anyone who can be coerced, persuaded or even bribed into coming along, please let them know.

## FROM THE TREASURER

**Lindsey Bowley**

So it would seem that my optimism referred to in the Autumn edition was misplaced as yet again we are in lockdown and therefore the shop, which is such a valuable source of income, has had to close.

It may be that some of you did not receive the last magazine due to a postage issue which is covered elsewhere in this edition so, with this in mind plus the on-going coronavirus situation I make no apology for reminding our members of how you can support our fundraising efforts which are especially important at the moment. I would also like to thank all who have donated and continue to donate, ensuring that we remain financially secure and ready to resume our operations once we are permitted to do so. For ways to donate please refer to the last two issues of EE or look on our websites: [e-v-r-a.com](http://e-v-r-a.com) and [e-v-r.com](http://e-v-r.com).

If you are in a position 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. Gift Aid makes a huge difference to our fundraising income. **My details are listed under treasurer on Page 2**

## ECCLESBOURNE VALLEY RAILWAY

**Leigh Gratton**

So, here we are in a second lockdown! Not something anybody really wanted and, at the time of writing, our exciting plans for Santa are clinging on. I'm sure it will all have become clear how December panned out by the time you actually read this so I can only talk about the situation as it is mid-November.

Our revamped Christmas experience 'The Train Through Christmas Countryside' has clearly captured the imaginations of many customers as bookings are the best they have ever been. This may be a combination of a steam offering and also the prospect of a panto-style performance taking place on board but could also be due to the sheer desire from the public to have some joy this Christmas.

Our successful COVID-secure Bounce Back trains came to an abrupt end on 1<sup>st</sup> November following the announcement from the Government that non-essential businesses had to close again. It was quite a sad day as we were looking forward to a month of steam weekends with the recently arrived Pannier locomotive '9466' having entered service with us just a week previously, operating five days during the half term holidays. The majority of trains were sold out, so we'd had a particularly busy week. The locomotive is proving to be very popular, both with the visiting public and with the staff. It is a very capable locomotive and kept excellent time during the days it operated.

I just want to reflect on what, in the end, turned out to be a reasonable few months. We reopened using the compartment format on the 25<sup>th</sup> July and operated mainly weekends for just over three months. It had been pleasingly busy and the operation was quite cost effective using heritage diesel locomotives for the most part. I would like to thank those volunteers who have helped out in unusual circumstances, making a breeze of the extra cleaning measures we have had to put in to place and keeping a smile under the face coverings!

## SECRETARY'S REPORT

Ian Bowley

Unfortunately, since the last magazine we find ourselves in total lockdown again and therefore the Railway has had to close. This does not mean however that all work has come to a halt, some projects such as the restoration of Cathryn and work on the coaches and Number 3 has continued and thanks to the wonders of technology the Trustees have managed to have regular Zoom meetings to discuss these and up-coming projects. I also hope that restrictions after the 2<sup>nd</sup> December will permit the Santa trains to go ahead as planned.

I would like to take this opportunity to pay tribute to Mike Craft. 17<sup>th</sup> November 2020 marked the 20<sup>th</sup> Anniversary of Mike joining the railway. Mike was one of the original eight people who had a vision, and after a tremendous amount of hard work and dedication their achievements are plain for all to see. We have a railway that they should be so proud of and we owe them a huge debt of gratitude.

On behalf of us all I would like to thank Mike and the rest of our founders, and we must not forget Pat, who has worked with Mike every step of the way.

Let us hope that a vaccine really is just around the corner and that we will be able to return to some normality by the start of next season.

It simply remains for me to wish you all the best Christmas possible given the circumstances we find ourselves in and let us hope for better things to come in 2021.



Mike Craft ready for action in 2001

. Relax - it's a chainsaw- not a gun!



The King's new clothes? Not quite, but Barclay No 3 (Brian Harrison) finally has his boiler clothing back in place after much effort (and no doubt much swearing).

*photo via Bob Gibbens*

*photo Neil Ferguson-Lee Collection*

## A LETTER TO THE EDITORS

Dear Editor ,

My first trip to London was back in the summer of 1946 when I went with my grandparents to stay with an aunt who was living in Neasden. We boarded the train at Idridgehay and then caught the London train at Derby.

As I was only nine at the time my memory is hazy about the times of the trains and I wondered if any of your readers could fill in the gaps.

I assume that we caught the 07 55 from Wirksworth and got into Derby around 08 45. All I can remember of the London train is that it must have started at Derby as I remember the staff putting the destination boards on the carriages. However, it seemed a very long time between leaving Idridgehay and boarding the London train. It also seemed to be a slow train stopping at many of the towns along the way.

As a callow youth I was a bit disappointed at St Pancras as it only had six platforms, the same as Derby. It was only later that I realised the importance of Derby as the headquarters of the Midland Railway; hence the local expression "down to London".

Kind regards

Keith Sherwin

*Any responses to the editors' email address will be passed on to Keith.*

### DERBYSHIRE OO WAGONS



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## SNOW SCENES ON THE



A Snowy Morning at Wirksworth but what year was this?

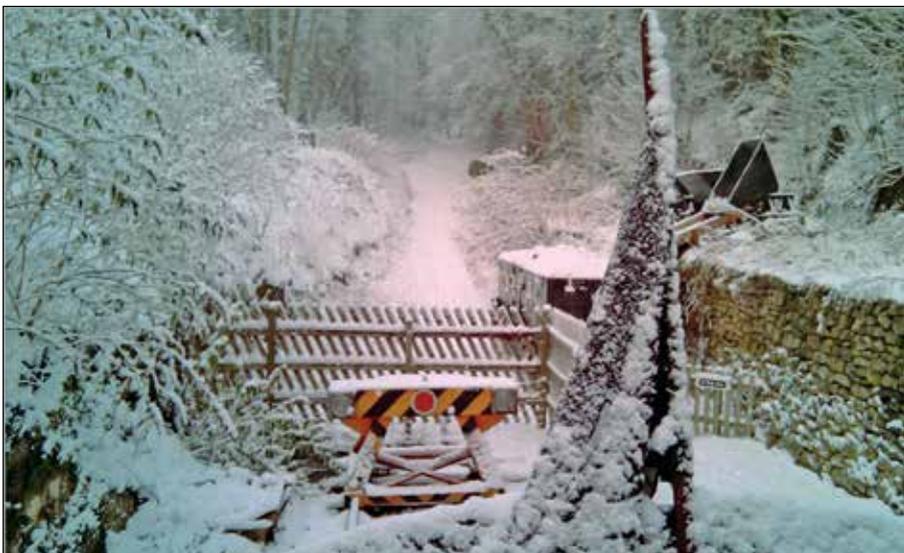
\*See page 19\*



Andrew makes a start...

both photos © Trish Birks

# ECCLESBOURNE VALLEY RAILWAY



Ravenstor, looking North.

*photo Neil Ferguson Lee Collection*



Aspinall '52322' approaches platform 2.

*photo © Trish Birks*

## STEAM LOCO REPORTS

**Bob Gibbens**



Showing the troublesome regulator from No. 3 which was “blowing through”, as reported in the last issue, after cleaning and lapping in.

As also as reported it is a bit of a tight fit inside the steam dome, but the job got done eventually.

The boiler clothing could not be refitted at this stage since the special jointing material was not available to re-seal the dome cover in place.



Once that was in stock and fitted, we romped ahead and got almost all of the clothing back in situ by the middle of October. We did discover that although each bit was labelled as it was dismantled, getting it all back in place was a bit trickier than anticipated, but then, if it was easy, everyone would do it, wouldn't they?

Shock! Horror! That really is smoke coming from Cathryn's chimney down at Newton's yard in Cromford, but don't get too excited yet. The hydraulic (water pressure) test at 200 psi revealed only a slight trickle around the foundation ring and that was soon caulked. So the fire could be lit, but the aim was to just boil the water to clean out the oil and gunge left inside it after all the machining that has been done.



Once that has been done, the boiler will be steamed up to pressure for the first time since it was withdrawn from service at St John's Colliery, Normanton on 30th July 1975.

If it passes its steam test, (how could it not?) we should be well on our way to having our own 0-6-0 steam engine for the Ecclesbourne Valley Railway.

*Photos supplied by Bob Gibbens*

## TALES FROM THE PAST

Transcribed by June Cooke

Transcript of an interview between **Mike Craft** of EVRA and **KEN JULIAN** Fireman British Rail 1952 – 1970, Shunter, then Dumper Driver at Middle Peak Quarry 1970 – 1989. *(Part of a series - more next time.)*

### **Mike Craft: Ken, when did you first start working on the Railway?**

I started working on the Railway at Rowsley in approximately 1952. I was with them until I went in the Army in 1954, rejoined them in 1956 after National Service and left them in 1959.

My first job was as a Cleaner. An Engine Cleaner, progressed to a Passed Cleaner. When you become a Passed Cleaner, that enabled you to go to do firing duties whenever vacancies allowed or back to cleaning if there were no firing duties. During this time, you were put on any sort of engine with a driver. That meant you were either in the sidings, on coal trains, passenger trains or anything available. From being a Passed Cleaner you then became a Fireman. Becoming a Fireman, you started in what they called 'The Links'.

The first link was the Shunting Links, and then you'd progress from Shunting Links to the Banking Links, which was working on banking trains, pushing trains from Rowsley to Buxton or Peak Forest. By then, you'd progress through the Links until you got onto the Passenger Links, which was the top link and then you'd become Passed Fireman, which enabled you to be Fireman or Driver when there were vacancies as Driving and then, of course, you'd progress to be a full-fledged Driver, going to the bottom of the heap again and working back up, if possible and if your life let you, to the Passenger Link for Drivers.

### **Mike Craft: And when did you start in Middle Peak?**

I started Middle Peak in 1970. I started as a Shunter on the rail sidings and then after a while the driver left and they asked me if I would be the driver. I was the driver of the locomotive for Middle Peak until they ceased to do the trains.

### **Mike Craft: And Ken, what was your job in Middle Peak on the bottom half?**

A normal day on the bottom half of Middle Peak Quarry was, we would start at 6.30 in a morning. Come down, get the locomotive ready, go up the branch line and wait for British Rail bringing the empty wagons up onto the Incline. We would pick up five empty wagons, take them up and underneath the hoppers, leave the wagons there to be loaded, return onto the branch line, pick up five more empty wagons and return back to the loading station.

By this time, the first five wagons were loaded. So, we would run round them, hitch up onto them and take them down onto the branch line and stand there. Sometimes, the British Rail locomotive was waiting for us to drop them on him. If not, we used to pin them down, pin all the brakes, every brake on them and return with another five and this would continue until the British rail train was ready and they (BR) would then take it to its destination.

*more follows: →*

Sometimes, there were wagons left, which were not required so we took them back up to the loading station, loaded them and stacked them up again on the loaded line of the branch line ready. Then we would wait for more wagons being brought up by British Rail. This continued until we'd done the necessary for the day or they did not want anymore. And this carried on Monday, Tuesday, Wednesday, Thursday, Friday or until orders which we had were complete for the week.

*This story and several others are held in digital format by Derbyshire County Council at their Matlock offices. The material is used with their permission.*

## **PERMANENT WAY REPORT**

**Graham Clark**

There has not been so much to report this time as work has continued on longer term projects, and of course we had to cope with lockdown 2, though maintenance activities were able to continue.

One important maintenance task was to replace a broken rail in the line leading to the steam shed. The rail web had corroded away, having been buried in ash for years, and the head then collapsed into the gap. A replacement length of rail was found that was the same section. The mini digger was used to excavate the 'ballast' (mainly ash and debris), which would have been hard going if it had had to be done by hand and the rail replaced.

We completed the track relaying in the maintenance shed by lowering the easternmost track to the same rail level as the westernmost track and realigning the middle track to be straight and parallel to the other tracks. This realignment was done with the help of one of the road rail excavators and was quite a large slew – over 150mm in several places. The evidence is apparent in the gaps in the ballast at the sleeper ends and in the over-generous clearance to the maintenance platform. This will have to be rebuilt when the new concrete floor is installed. The programme for the shed works did not call for the floor slab to be cast yet, so the middle track which will be on the slab was put back temporarily until the time comes to build the slab, so that stock can be stored under cover during the winter. The track was put back as two short panels, each of which is within the capacity of the MH5 excavator, so it can be easily removed.

The curve realignment south of Ildridgehay has continued and was nearly complete when one of the Robel packers broke. A section of metal in the tip fell off revealing a hole. Further investigation showed that the metal part which goes into the ballast was badly worn, not just on this machine, but on both, so we ordered two new tips from Robel. Dave Newby fitted these and got the machines working again. While investigating this, he discovered that we should have been measuring the diameter and length of the tips and replacing them when too small, as Robel regard these as consumables. We know now!



At the end of the 2019 operating season EVRA's 1956 B.R. Mk1 SK was withdrawn from service, needing attention to corrosion at the No 2 (north) end of the vehicle.

Carriage & Wagon volunteers started work by stripping the end components such as the interior wood panel work, gangway faceplate, vestibule floor, external handrails and bracketry. With these removed, a full understanding of the extent of corrosion can be seen on this Mk1 coach.



Having viewed the vehicle, a plan was put together with a list of materials required to rebuild the end of the coach. Once a space was available in the maintenance facility the major work began. The external steel skin was cut away to expose the structure beneath allowing for its renewal. Items such as the gusset plate, collision pillars, door pillars & cantrail have been replaced or repaired where possible. J. H.

*Editors comments:*



Although this sounds a quick fix, the man-hours involved to achieve even this much are horrendous. The dreaded Tin Worm is noted for eating vital parts of carriage structures and even the youngest MK1s are now 57 years old. The chassis was designed to last for 40 years whilst the body was expected to last around 20 years, so they are all well past their sell by date. It is a tribute to the original BR craftsmen who built them,

and those who re-build them, that so many have survived. Hopefully the sympathetic restoration work we are carrying out on all our fleet will see them last well into the future. On an historic note these coaches were originally designed after BR was formed and were in production from 1951 until 1963.

*( More on this restoration will follow in the next issue.)*

## BAGNALL 2746 THE DUKE

Tim Oaks

LMS at Loughborough are continuing their work on the boiler, moving slowly but with great thoroughness from the firebox towards the smokebox. Every hole in the boiler has been tested for fatigue cracking, and where necessary the cracks have been ground out, the holes welded up and then re-drilled as new. The major work at the moment is to fit the new sling stays, which are rather fiddly as each one requires four nuts to be fitted and tightened in the right order.

A new set of water level gauges has been made to the original Hunslet drawings and these are ready to fit.

The new front tube plate is fully machined, and at the time of writing is having the angle welded to it ready for the wrapper of the new smokebox which is already part formed.

The boiler is now mounted on a trolley for final assembly and testing. In due course another piece of temporary workshop track will be bolted in front, and the boiler will be wheeled outside and fired up.

**Our model wagon sales are continuing to bring in an income towards the smaller items of expenditure; the next one will be another item inspired by the film "Oh Mr Porter": Joseph Miller and Co. Ltd, flour producers and exporters, of Old Windmill Sidings, Buggleskelly, green with white letters, shaded black.**

**Available imminently, £16-00 + £4-00 p + p.**



*Photos*

©

*Tim Oaks*

# DERBY LIGHTWEIGHT PRESERVATION GROUP

**Norman Ashfield**

Although not a good year for running trains in the valley, behind the scenes, it has been possible to make very visible progress with the interior of the Derby Lightweight trailer car 79018.

Chris Lings has made such progress, often on his own, so he was socially distanced, as can be seen below.

In the first class compartment, carpet, seat squabs and backs have been replaced. The second class seat frames were sent away for powder coating, and these also have been refitted. In October the seat tops and handles were sent away for chroming, and the seat backs and bases were dispatched for re-covering. Our very small but dedicated and skilled team has been making great strides, which should cheer us all in this gloomy time.



*First & Second Class Compartments.*

*photos © Ben Field*

## BOOK REVIEW

**Editors**

We were recently made aware of a book that is related to the extensive stone trade that has been around in Wirksworth and its surrounds for many years. It covers the Derwent region and includes Wirksworth, Cromford, Brassington, Matlock, Belper, Milford, Little Eaton, Duffield and Derby and places in between. The local history and railway are included and some of the characters of the region get a mention.

The title is "Delving Along the Derwent". It was collated by Ian A Thomas originally of the Stone Centre and during Covid he is handling sales. Contact him at [ianathomas2@gmail.com](mailto:ianathomas2@gmail.com) or Tel: 01332 833385.

It is a fascinating read and covers 200 quarries in the region. Ideal for a late Christmas present, (or maybe early Easter present this year)! It costs £21 delivered.

The national organization for library professionals [CILIP], has judged 'Delving along the Derwent' to be the UK's best local heritage publication produced in 2019, winning the Alan Ball Award for that year.

## NEWS FROM THE PIT

**Dave Williams**

Well, 2020 has definitely been an up and down year so far, with, on reflection, probably more downs than up if I'm honest.

We all know how the lockdowns have ruined the season, and even at the time of writing we don't know if any of the Santa season can be rescued. Doubly galling because this year was the first year that steam was to be involved.

After successfully passing its boiler exam in October, Barclay loco Henry Ellison has been steamed a couple of times to test the steam heating on our resident coaching stock ready for the yet to be realised Santa Trains. The loco seems in fine fettle, its steaming capabilities for such a small engine never cease to amaze me.

Barclay No3 Brian Harrison is finally beginning to look like an engine again after the refurbished boiler's return from Israel Newton. The jigsaw that was the cladding has finally been put back on and the replacing of the saddle tank and cab is imminent. I might add that working in a leak free environment of a steam shed with a new roof is much more pleasant than before!!

Speaking of steam sheds, after much trial and error the site of what we hope to be our new shed has been identified. Basically, it will be adjacent to our current one, with slight re-alignment to the current parking road track, access road and narrow gauge track to accommodate it. The only fly in the ointment is that the land encompassing the car park, access road and track right back to Cemetery Lane bridge is currently leased from Network Rail, so we have to get permission to build the shed somehow. Negotiations are currently underway.

Undoubtedly, the highlight of the year so far was the hiring-in of Pannier Tank 9466 from the West Somerset Railway. After the disappointment of cancelling the contract to hire in the L & Y loco from The East Lancs Railway and the Ivatt 2 from the GCR because of the Covid 19 restrictions, we were very lucky to obtain the Pannier's services, beating 3 other railways in the process.

We managed to run it for the October half term with great success before the second Covid lockdown, but as one of the lucky ones who managed a turn on the footplate, I can attest to it being a fantastic performer as well as really looking the part.

Fear not though comrades, we must be doing something right, because the railway has signed a contract to keep the Pannier here until 2025, so eventually all qualified crew will get a turn.

Jesting apart, I would like to give a big thank you to everyone involved for doing their part in making the owner and support crew of 9466 very welcome and proving that we can look after and run the Pannier to their expectations, resulting in their decision to base the loco at Wirksworth for the rest of it's ticket!

## 100 CLUB SPECIAL WINTER DRAW 2021

Andrew Denham

This special annual Christmas draw has produced these **5** lucky winners:

**1<sup>st</sup> Prize: Mr C Adams £ 71.93**

**2<sup>nd</sup> Prize: Mr A Johnson £51.38**

**3<sup>rd</sup> Prize: Mr G Clark £41.10**

**4<sup>th</sup> Prize: Mr T Faulkner £20.55**

**5<sup>th</sup> Prize: Mr R Hambelton £ 20.55**

All prizes will be paid by BACS as far as possible, 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!**

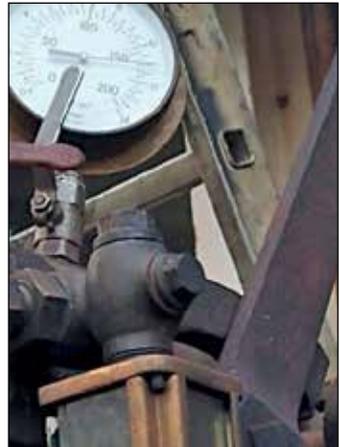
Contact me for more details. (see Page 2).

## FOOTNOTE

Bob Gibbens

One bit of Christmas cheer for the Dream Steam Team is the announcement that Cathryn's boiler has finally been steamed for the first time in 45 years and passed.

It is now ready for refitting once the ashpan is sorted out.



Up to pressure

*photos via Bob Gibbens*

The magic 160 PSI

**\*The pictures on page 10 were taken on 26th January 2013\***

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