



# *Ecclesbourne Express*

*Newsletter of the Ecclesbourne Valley  
Railway Association*

**Issue No. 86**

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**SPRING! 2022**



*The Wirksworth to Duffield Line*

# Ecclesbourne Valley Railway Association

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

- Company Secretary:** Ian Bowley 164 Cole Lane Borrowash  
Derby DE72 3GP Tel: 07976 630775  
Email: [datman2@hotmail.co.uk](mailto:datman2@hotmail.co.uk)
- Treasurer:** Lindsey Bowley 164 Cole Lane Borrowash  
Derby DE72 3GP Tel: 07756 011790  
Email: [treasurerevra@outlook.com](mailto:treasurerevra@outlook.com)
- Other Directors:** Mike Craft Tel: 01629 825213  
Email: [mikecraft7@btinternet.com](mailto:mikecraft7@btinternet.com)  
Pat Craft (Marketing) Tel: 01629 825213  
Email: [mikecraft7@btinternet.com](mailto:mikecraft7@btinternet.com)  
Andrew Denham Tel: 01623 623985 /07525 701951  
Email: [trish-and@talktalk.net](mailto:trish-and@talktalk.net)  
Ben Field Tel: 07796 155791  
Email: [benfield96@gmail.com](mailto:benfield96@gmail.com)  
James Hallam Tel:07415 258768  
Email: [james.hallam97@yahoo.co.uk](mailto:james.hallam97@yahoo.co.uk)  
Eric Hills Tel: 07961 938353  
Email: [eric.hills@hotmail.com](mailto:eric.hills@hotmail.com)  
David Williams Tel: 07833 746048  
Email: [roy-williams4@sky.com](mailto:roy-williams4@sky.com)
- Co-opted Trustee:** Paul Moore Tel:07841 624295  
Email: [paulewardtaylor@moore@gmail.com](mailto:paulewardtaylor@moore@gmail.com)
- Editors:** Andrew Denham & Trish Birks  
2A Stanley Road Forest Town  
Mansfield Notts NG19 0BY  
Andrew: 07525 701951 Trish: 07736 968026
- Email address:** [editorsEE@talktalk.net](mailto:editorsEE@talktalk.net)
- Membership Secretary:** Nathan Cooke 101 Belper Lane  
Belper Derbyshire DE56 2UH  
[membershivevra@outlook.com](mailto:membershivevra@outlook.com)
- Website:** [www.e-v-r-a.com](http://www.e-v-r-a.com) **Web Master:** Nathan Cooke



**The Summer Edition (Issue 87 ) will be published in July 2022**

Contributions are welcome by post/email to the editors: [editorsEE@talktalk.net](mailto:editorsEE@talktalk.net)  
Our **DEADLINE DATE** for inclusion in the Summer issue will be **June 15th 2022**

**NB A reminder will be sent 7 days prior to the deadline date.**

**Please reply to: [editorsEE@talktalk.net](mailto:editorsEE@talktalk.net)**

**Front Cover: 80080 on the maintenance pit with HE behind.**

*photo © Eric Hills*

**Back Cover: Bagnall 2746 'The Duke' nears completion.**

*photo © Eric Hills*

## Letter from the Editors

So here we are then, almost at Easter and the Christmas panic is over until the next time.

Our Trains through the Christmas Countryside have been a great success again and we look forward to this becoming an annual item with more events planned for Easter and Summer in 2022

EVR has survived a mixed year of pandemic measures and still been able to attract and entertain visitors which has been a big relief to the Railway.

However, just as this was being written a new variant of Covid has invaded the country with some restrictions being re-introduced, but not to our operations (so far).

By the time you read this magazine our steam locos will be being awakened from the winter frost precautions which are necessary to prevent freezing and cracking of the intricate brass and cast iron fittings.

80080 has gone on holiday to GCR but is now back. Sadly 9466 has departed to the WSR and is not likely to return.

We are hoping to have our third EVRA loco, Cathryn, in service for the first time since 1967 this year and it is looking good for "The Duke" to be back on the rails again soon

after a 10 year rebuild, mostly by Tim Oaks and the 8F team.

Only 16 pages this time! Was everyone too busy to write something?

Must have been winter!

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**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-dated information regarding services, times and facilities available before travelling to the Railway.**

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## **COMPANY SECRETARY'S REPORT**

**Ian Bowley**

Welcome to 2022 and the New Year and what challenges it brings. The price of coal has gone from £179 per ton last year to £275 this year and with very limited supply due to environmental restrictions and the fact that we cannot extract coal in the UK. The last load has come all the way from Kurdistan! (How good is that for the environment?) Of course, the price of (Red) diesel has also gone up from 85p per litre to 145p per litre.

At the moment we have suspended sales of our Steam Driving Experiences to conserve coal for mainline use but we will still be fulfilling our obligations to the ones already booked for this season.

EVRA are supporting the replacement of sleepers both concrete and wood to the sum of around £24,000 for the Railway.

In addition, we have decided to pay for the replacement of a set of points at Duffield for the sum of £12,500 on the understanding that the old set of points will be used for track work in the new Steam Shed, plus help with restoring a Guismar track slewing machine, £4,500.

The steam maintenance facility is still under review as to its size, but unfortunately the cost is going up between 10% and 20% each month, so whether or not we will have enough money to complete the project I cannot say.

One piece of very good news is that we have received a substantial legacy from Lawrence Knighton in the form of Railway memorabilia, books etc, if you have time please call into the museum, it's well worth a look.

## **VOLUNTEER OPPORTUNITY**

**Lindsey Bowley**

### **BOOKKEEPER REQUIRED**

EVRA are looking to recruit a bookkeeper to assist the Treasurer in her role. This will be a working from home position with flexible hours, in the region of 8 to 12 hours a week. Access to a computer and the internet is essential. Experience of using Microsoft Office is required, and although training will be given an understanding of Sage or a similar software programme is desirable.

Due to the nature of the work, good references will be required plus a satisfactory DBS check. The successful applicant will also be required to sign a confidentiality agreement.

Although this is a remote working opportunity, applicants should be based within 30 miles of Derby in order to facilitate training and occasional meetings with the Treasurer.

For further information or to apply please contact Lindsey Bowley at [treasurerevra@outlook.com](mailto:treasurerevra@outlook.com)

**Like most heritage railways, we have been hit by the pandemic and now with ever rising fuel costs we are in need of your support more than ever. If you can help please donate to our cause.**

**Donate by SMS text message - the simplest way to give!**

**Text to 70085**

**General donation to EVRA**

To donate:

£5 - text **EVRA 5**

£10 - text **EVRA 10**

£20 - text **VRA 20**

**Locomotive and Carriage Club**

To donate:

£5 - text **LCC 5**

£10 - text **LCC 10**

£20 - text **LCC 20**

**New Wirksworth Station Building**

To donate:

£5 - text **NEWBUILD 5**

£10 - text **NEWBUILD 10**

£20 - text **NEWBUILD 20**

Alternatively, to give any other whole amount between £1 and £20: text **EVRA, LCC** or **NEWBUILD**, **followed by a space** and then the amount you wish to donate to **70085**.

**Texts cost your donation + one standard network rate message.**

**Boost your donation by 25% with GiftAid**

Donations eligible for Gift Aid please follow the web address on your text receipt once a donation has been placed. Thank you.

We will always be pleased to accept donations in cash or by cheque at the **EVRA** shop. Please ensure that cheques are made payable to **EVRA**. Forgetting the **A** means it goes to the PLC rather than to our Charity.

If you want to contribute via BACS please contact the treasurer on

07756 011790 or [treasurerevra@outlook.com](mailto:treasurerevra@outlook.com)

**THANK YOU!**

## LAWRENCE KNIGHTON'S BEQUEST

**Mike Craft**

Following on from Lawrence's death (reported in the last Express), we were contacted by one of his executors who informed us that he had left all the railway items in his house to the Association. We had an inkling of the task ahead and three of us spent 4 days boxing up timetables, both loose and framed examples, paperwork, books, railway lamps etc, much of it Midland Railway and LMS but British Railways, British Rail and subsequent companies (during his time working at the railway at Derby). Some of the key items were the Midland Railway books of plans and maps of railways both locally and further afield as they were being developed. On the last Saturday two of us carried everything down the flights of stairs to the ground floor – even though that was still eight steps to the street!

The following Saturday, with stalwarts from the steam team, all of the boxes, pictures, timetables, etc. were carried down to a 15' transit van and three cars and then driven to Wirksworth. There they were unloaded into the Museum/Shop, where they occupied much of the floor space two or three boxes high! Since then with help from various volunteers, including those who normally work on coaches and in the shop, much of it has been catalogued and special storage has been constructed. There are still some groups of items, such as photographs, books and recent timetables to sort and catalogue but it has been an amazing experience seeing what a dedicated collector achieved in his lifetime. Some of the cases in the Museum at Wirksworth are being changed to display some of the important and interesting Midland Railway items, which Lawrence requested that we displayed in the Museum and these will be rotated over time so more can be seen by visitors.

We are very grateful to Lawrence for trusting EVRA with his wide-ranging and important collections of railway memorabilia.

## SALES MATTERS

**Pat Craft**

Last year, 2021, when the shop didn't open until early April and there were fewer days with trains than normal I was astonished to discover that the gross takings were £31,511 with £1866 Gift Aid claimed on donated items, the best ever result since we opened (and with only one external show attended). Our grateful thanks must go to all the volunteers who work in the shop and who have raised this astonishing amount and to all of you whose donations which we sell, certainly contribute significantly to it.

**E-bay sales:** sales on E-bay contributed over £1,500 (from model railway items, books, stamps, cigarette cards and match boxes) but the number of items set aside for selling in this way – to maximise income - is currently outpacing our ability to cope. So, if there is anyone willing to help by selling a variety of items on E-bay for us, please contact me (see inside front cover). We currently are involved in a system with E-bay which allows all the income to come to the charity i.e. without deductions and we can set this up again.

*more follows* —————>

**Bric a brac sales:** some of the e-bay sales since last August have boosted the total of the August Bank holiday sale, with the most recent adding almost £200. In spite of saying that I wouldn't do another, with this result it seems it would be silly to forgo this way of fund raising. So we aim to have another three-day event over August Bank Holiday. To avoid the problems, which we had last year, could anyone donating items please deliver to Wirksworth **before the end of July (See notice elsewhere in this edition)** to enable us to sort and price them. Items like pottery, kitchen ware, bicycles, small items of furniture, tools etc. are welcome but if in doubt please check with me first.

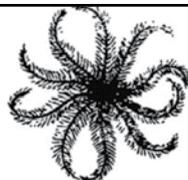
Since the first two days in January when trains were running, a small group of the shop volunteers have worked their way through every second-hand book in the shop, reducing the price of some (as their value changes) and rearranging the shelves so that the contents are more accessible and the subjects are better classified. They have also been pricing the large backlog of second-hand books

The appeal for more help in the shop resulted in three (possibly 4) new volunteers coming forward and by the time Issue No. 86 is published, they will have been inducted and be learning the ropes. So, we welcome them and their willingness to help.

The pre-season event took £1700 on the days when the shop was open and which rose to a total of almost £2,500 including casual sales, when someone was in the shop. Almost all of this was for donated goods.



*The Red Lion*



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**THE FEATHER STAR  
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## DERBY LIGHTWEIGHT TWIN UNIT PROGRESS Norman Ashfield



The top photograph clearly shows the transformation of the Trailer Car's second class accommodation even before the last four seat backs were returned. Thanks to Dave Clarke fitting all the others, Chris Lings was able to resume work on the power car interior. He began by redoing the lighting conduits and wiring, he installed missing roof insulation, redid the Guard's brake ceiling up to preparation for painting, repaired the wall panels and reassembled them, filled and sanded the woodwork. The lower picture shows the result of his efforts.



This has involved correcting or completing some of the work obviously hurried in the 2004 restoration; Chris soldiers on with plenty of further tasks. Hopefully later in the Spring the car will be lifted once more in the maintenance shed, to enable underframe and bogie work to take place



# Mitchell's

## Artisan Butchery

Mitchell's Artisan Butchery is an independently owned butchers shop, located in Wirksworth, Derbyshire, UK. We only deal in locally sourced meats derived from good farming standards.

We believe in respecting our animals. This means that we only sell free range, local meats. We also pride ourselves in being able to use the entire carcass, and not wasting anything provided to us from our local farmers.

21 Market Place, Wirksworth  
[www.mitchellsartisanbutchery.co.uk](http://www.mitchellsartisanbutchery.co.uk) 01629 820261



As is usual during the railway's annual winter shutdown period, a hive of activity still takes place in the background unseen to the public's eyes in preparation for the upcoming operating season. One such project is EVRA's third steam locomotive 'Cathryn' which hopefully will have its debut this coming year, maybe even in time for the railway's 'Steam in the Valley' gala.



The smokebox has been fully assembled and a new gasket ring has been fitted to seal the chimney to the smokebox. See picture above

A new set of custom-designed steps has now been manufactured. assembled and received a coat of paint. These are in the process of being fitted to the front of the locomotive and should provide easier access for the footplate crew for changing the head code lamps, filling the water tanks and cleaning ash out of the smokebox. The alternative was to use the single original step that is attached next to the fireman's side bottom slide bar which is at least two feet up from the ground!

Our in-house machinist has been busy beaver away machining new components to allow the many copper pipes to be connected from the manifold to the various other parts of the locomotive consisting of the blower in the smokebox; steam heating system; steam brake control valve and vacuum ejector located inside the cab. Unlike our Andrew Barclay locomotives where the manifold is located on the top of the boiler inside of the cab, Cathryn's manifold is fitted outside of the cab. To control the valves located on the manifold from the footplate, valve extensions have been fitted which protrude through the front wall of the cab. Supports for these extensions have also been fitted.

*more follows* →

The damper doors located at the front and back of the ashpan that control the supply of primary air to the fire, have had their mechanical parts fitted for the mechanism which operates the doors to allow them to be controlled independently by the fireman from the footplate.



The locomotive has been prepared for painting and has already received a layer of undercoat.

Supporting documentation on Cathryn's restoration, may not be as much fun as doing the practical work on the real article, but it is a necessary requirement to conform to our modern-day safety standards, and is in the process of being written up.

Lastly, following the boiler's cold exam by the boiler inspector, the washout plugs and mudhole doors have been refitted and the boiler has now been filled with water in preparation for a live steam test, which should hopefully have been undertaken by the time you are reading this article.

The finish line is in sight!

*All photos © N. Cooke*



GWR tank 9466 sits on the maintenance pit awaiting collection to move to the West Somerset Railway where she will probably serve the rest of her boiler ticket.

The guard irons been removed (necessary for the steep climb on to the low loader to avoid fouling) and a final rub down was obviously in progress on a sunny day in late February.

We are sorry to see her go as she was a different loco in so many ways from the LMS or BR standards that we have had recently, but once her quirks were managed, she was a delight to drive and fire.

Thanks to JJP for letting us play with his toy!

*photo © N Cooke*

## THE NEW SEASON

## Leigh Gratton

It seems to have been a very long winter and Christmas but spring is in sight and we're flinging ourselves into the 2022 season.

Hopefully the trials of the past year will be an ancient memory. Finally the new season can be free of restrictions which affect plans, and we can go ahead with all of our exciting proposals.

This, of course, starts with visiting Deltic 55019 "Royal Highland Fusilier" which is set to join us in April. It is a big deal for the railway to get a Deltic visit and we're very much hoping that it will bring us large passenger numbers. The locomotive is due to enter service at the Spring Diesel Gala 22<sup>nd</sup>-24<sup>th</sup> April and then continue on selected dates until early July.

*more follows* →

In addition, we're very much looking forward to the return of the sights and sounds of steam running along the line. The public certainly have an appetite for it and advance bookings are very encouraging indeed.

In particular, we have the return of our Derbyshire Countryman on-train dining services which are proving very popular. Ticketing for these has been tweaked this year so customers can specifically reserve a private compartment for each session. Although there are a limited number of compartments on each dining service, you'd be looking at October to book one for our Sunday roast service at the time of writing!

There are exciting changes in the Catering Department generally and a well done is due to Sam Weaver for going through the process of licensing areas of Wirksworth Station for the sale of alcohol for the first time, including passing his personal licence exams.

This is another step forward for the railway as the Mark 2 former Gatwick coach which formed the seating area for the buffet car has now been replaced with a static Mark 1 RMB coach which features a bar.

The heritage atmosphere inside the vehicle is excellent and it is very much hoped that it will trade as a pub, initially at special events and summer weekends but maybe it'll take off and become a destination in its own right.

The setting up of such a facility has led to tie-ups with major brands such as the brewery Molson-Coors from Burton for the sale of Carling, Madri and Aspalls on draught plus the equipment for real ale.

We are very much looking forward to welcoming all volunteers back again, getting the railway operating once more and delighting the public. Something which we do best!

## **P- WAY REPORT MARCH 2022**

**Graham Clark**

In the last report I mentioned that the tool van's scheduled slot in the maintenance shed had been postponed, but just after the press deadline Ben Field proudly told me that the van was in the shed ready for working on! This was only a few weeks before Christmas and left us very short on time to do the work, but our team rose to the challenge. I had thought that we might be able to repair the old roof, but once we started to remove the felt it was clear there was nothing worth saving, so we removed the whole thing, wire brushed the roof steelwork and gave it two coats of red oxide. The new roof is two layers of 6mm exterior grade plywood (two layers as one layer of a thicker board could not be bent to the curve). We bonded the two layers together with waterproof PVA and made sure the joints were staggered in the two layers. The new roof was held to the steel hoops with Tek screws. These are hardened self drilling screws, but work best if a pilot hole is drilled first. Battery drill and impact driver were essential for this task. The work was partly done from scaffold towers, but mainly from the Haulotte hoist. This proved to be a very useful piece of kit. Ian Bowley got us some good quality roofing felt which we stuck down with bitumen and nailed with galvanised nails. We stuck the overlaps by using a heat gun to melt the felt edges of the torching-quality felt.

So far so good, however the weather was not warm enough for painting. Time was running out but we decided that it was best to finish the repairs while the van was in the shed as we might not get back in again for a long time. Consequently the work went on into the new year, and we able to finish all the timber repairs. The full repaint will happen outside when the weather is warmer.

*more follows* →



The interior of the van is a dark place, as only one door opens, but thanks to Dave Newby, we now have a bright LED-lit interior. Dave fitted the van with LED lights powered by a battery which is charged by a solar panel on the south end of the van. There is a control unit inside the door which regulates the battery charging. The result is that we can see into corners that haven't been looked in in years!

While in the shed we were grateful to the maintenance team in the shed for changing a defective buffer for us and testing the air brakes. Unfortunately, they found a leak in the air system, so more repairs are needed. However, the van took its place in the works train for the start of the relaying work near bridge 20.

The work is more involved than last year's project as the ballast is fouled and has to be excavated before the new ballast can be placed. We took two weeks to relay the first panel but were speeding towards a panel a week with the second panel when an incident occurred at Gorsey Bank level crossing.

The remedial measures meant that all p-way work was stopped for nearly 6 weeks. However, as I write this, limited works have restarted with completion of the re-sleepering started by contractors at Rowlands user worked crossing. Hopefully, we will have a railway fit for traffic by the start of the operating season!

The work of the p-way team is always varied and new volunteers are very welcome. We meet on Tuesdays, Wednesdays and Thursdays with Mike Fairburn and some Saturdays at Wirksworth with Tim Oaks.

Contact: Mike Fairburn: [mikefairburn47@live.co.uk](mailto:mikefairburn47@live.co.uk)

Contact: Tim Oaks: [sleepermonster@yahoo.com](mailto:sleepermonster@yahoo.com)

## 80080 RETURNS

## Editors

The PRCLT's loco 80080 has returned to us after a stay at GCR. Welcome back, just as Henry left for a spell at Oswestry! ( See p15)

*photo © N Baker*





## **Black Swan**

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**Midday to 8.30 pm**

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01773 550694

email: [blackswan.ildridgehay@gmail.com](mailto:blackswan.ildridgehay@gmail.com)

[www.blackswanildridgehay.com](http://www.blackswanildridgehay.com)



## **The Rising Sun**

Rise End, Middleton, Matlock, DE4 4LS

Tel: 01629 258658 Mob: 07902 918410

email: [rising\\_sun\\_middleton@yahoo.com](mailto:rising_sun_middleton@yahoo.com)

[www.rising\\_sun\\_middleton.com](http://www.rising_sun_middleton.com)

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## **100 CLUB PRIZE DRAW Andrew Denham**

**1st of £ 85.73 to Mr A of Sutton Coldfield (212)**

**2nd of £ 51.44 to Mr C of Welwyn (110)**

**3rd of 34.29 to Mr H-T of Belper (167)**

**Congratulations to you all!**

**(Changes to GDPR mean tjhat we can no longer give names.)**

## **DATES FOR YOUR DIARY 2022**

**Editors**

Mike and Pat Craft have advised that **EVRA** will be hosting the annual  
**Model Railway Exhibition in Wirksworth on 15th &16th Oct 2022.**

**Layouts and traders, almost all spaces are now booked.**

A date has been set for this year's **Volunteers' Day** on **7th May 2022.**

Please check our websites for more details at

[e-v-r-a.com](http://e-v-r-a.com) and [e-v-r.com](http://e-v-r.com)

## DERBYSHIRE OO WAGONS



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## Up Coming Event

### SPRING DIESEL GALA 2022

Friday 22nd April, Saturday 23rd April  
& Sunday 24th April

See: [e-v-r.com](http://e-v-r.com) for more details

Until the real Deltic gets here, this is a  
preview of a very small class 55 .



*Continued from P13.*

Henry Ellison gets his bags packed for a holiday on the Cambrian Railway at Oswestry.

*photo © Pete Edgington*

