



Ecclesbourne Express

*Newsletter of the Ecclesbourne Valley
Railway Association*

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SUMMER 2022



The Wirksworth to Duffield Line

Ecclesbourne Valley Railway Association

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The Autumn Edition (Issue 88) will be published in October 2022

Contributions are welcome by post/email to the editors: editorsEE@talktalk.net

Our **DEADLINE DATE** for inclusion in the Autumn Issue will be **Sept 15th 2022**

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

Please reply to: editorsEE@talktalk.net

Front Cover: 55034 waits for 80080 in the Shottle loop

photo © John Stokes

Back Cover: Some of the vintage buses at the Bus Rally. July 2022

photo © John Stokes

Letter from the Editors

High Summer at last! The temperature is in the high 20s and rising as we write this 87th edition of the EE.

We seem to have survived Covid and visitor numbers have continued to increase thankfully.

Despite the current warmth, we are preparing for Christmas and the popular "The Train Through Christmas Countryside" tickets are now on sale and going fast. www.e-v-r.com has details.

The railway has had a visiting Deltic that attracted many diesel fans with its unusual exhaust note created by the two stroke delta arrangement of the engine, more of which is in the magazine.

80080 continues to give a solid performance and is an economical engine with good tractive effort.

Our Barclays are doing sterling work. No3 is back in action after some minor hiccups and Henry Ellison is earning us a few bob at Oswestry.

Cathryn has finally been seen in steam and has even moved a few feet under her own power, so the end of the road looks in sight for the team.

The points at Duffield North have been fixed. (The author was on 80080 footplate and we tested them on 1st July).

Our intrepid P-way team are now able to get materials down the line at last, so progress will now be more rapid.

Well done chaps.

CONTENTS

Page

Obituary J. Ruddock	4
Station Building Appeal	4
Sales Matters	5
The changes at EVRA	5
Foxfield Railway Appeal	6
Cathryn Update	7
Diesel Gala Review	8
DLPG Update	9
Secretary's Report	9
P-way Report	10
Pictures	11
Bus Rally Pictures	12
No 3 Gets Fixed	15
Locos on Holiday	16
Tales from the Past	17
Deltic History	18
Dairy Dates	19
Welsh Signs	20
100 Club Results	20
Real Incline	22

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

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OBITUARY: JOE RUDDOCK

Mike Craft



It is with great sadness I have to tell you of the passing of Joe Ruddock at the age of almost 90; he was both my friend and a keen volunteer on the EVR.

He started with the small band of volunteers in November 2000, with what we thought was clearing the vegetation in Wirksworth Yard – how wrong we were - as Martin Miller (the Managing Director), had his sights on the clearance of the whole line! It took us over two years to reach Duffield, clearing mainly the 4' and then returning, clearing then much of the vegetation up to the hedge/fence and installing both footpath and accommodation (farm) crossings. Joe set about felling trees and cutting them up to burn or turn into logs to raise money for the railway - he certainly wielded a bowsaw to good effect!

He joined the EVRA committee in 2002 and became a Trustee when EVRA became a Charity in 2004. His contributions in the meetings were often short, but always to the point and charged with his innate common sense. He resigned both as a Trustee and volunteer in early 2020 due to poor health.

photo courtesy of Vanessa Ruddock Joe could turn his hand to anything, such were his practical skills. He helped renovate the MK1 coaches, wagons and brake vans, he painted fences, platform shelters, signs etc. but what he really enjoyed was anything mechanical – oiling the axles on the coaches, working on the Barclay steam engines in the early days of restoration, helping with the narrow gauge engine and track, becoming a driver at weekends.

Joe will be sorely missed by many on the railway.



Left: Joe (seated, left) with other volunteers.

Right: Joe hunting in a ditch.

both photos © Martin S Miller

STATION BUILDING COLLECTING APPEAL

Pat Craft

In the last Express, there was an item appealing for volunteers to help collecting donations on trains. We are still relying on a very small group of people. With the number of running days rising in July and August, we would welcome any help to cover more days. A couple of hours here and there would help enormously.

SALES MATTERS

Pat Craft

As always, donations for sales in the shop and Information Room have continued to come in and I am trying to get on top of the backlog to free up storage space for the Bric a brac items too. We are very grateful for all these donations, without which the shop's contribution to EVRA's funds would be much less.

Total gross income in April and May was £6912, excluding e-bay sales.

Once again, both the Trustees and I are very grateful to the volunteers who turn up for duty and not only sell things but deal with a myriad of questions about a range of subjects, from the timetable, engines, the railway, membership etc. as well as receiving the donations and in some cases helping by processing them e.g. pricing books and putting the Gift Aid stickers on them. Some of the shop volunteers and a growing band of other volunteers help check the second-hand jigsaws which come in. So before a donation goes on sale there are often several people involved in the process!

E-bay sales: We have had one volunteer in response to the appeal for more help selling books, in this way and the other sales have hit a new high with almost £1900 received in April and May.

Bric a brac sales: As I explained in the last Express, we are planning the next sale over August Bank Holiday, 27th, 28th and 29th August.

Please can I ask that if you are able to donate any items for the sale can you deliver to Wirksworth **before the end of July** to enable us to sort and price them. Items like pottery, sticks, umbrellas, kitchen ware, bicycles, small items of furniture, tools etc. are welcome but if in doubt please check with me first. We have had a good response so far but more items are needed to provide our usual range and display!

The 9-day pre-season event to sell the reduced books, British Railway timetables and other documents plus the large collection of foreign railway books raised £2,421, virtually all of which were donated goods with 100% profit! We attended Belper Model Railway Exhibition, in March, and with that and e-bay sales, the total for March and early April clawed back some of the usual income for the first quarter of the year, which has been lost due to the late opening of the railway.

THE CHANGING FACE OF EVR

Editors

Like all Heritage Railways, we are faced with the challenge of delivering a 1960's experience with 2022 safety standards to our paying customers and our workers.

BR MK1 coaches and 1950/60 locomotives were never designed with this in mind but all Heritage operators have had to take steps to achieve such standards as far as is reasonably possible. It may upset the absolute purists but the alternative is not to run trains at all.

We have all had to change in so many ways, and EVR is no exception.

Revised management is now in place and new ways of working have been implemented to ensure that we comply as far as is possible with current legislation.

This has meant re-appraising our systems of working, ensuring that competences for work in specific areas or tasks are in place and traceable, *i.e.* the paperwork trail exists and is correctly documented.

more follows →

Cont'd:

Travellers may have noticed that we have a number of speed restrictions on our line now and whilst we are working to get things sorted out it has become a bit of a “chicken and egg” situation. The work cannot be done until the trackwork has been addressed, but the work to do the track has to be done first. See the P-way report elsewhere in this issue. Frustrating but we are getting there.

It has meant more work for everyone and inevitably more staff, to which end we would like to welcome Helen and Donna who have joined the Wyvern Rail team as Operations Manager and Commercial Assistant respectively.

No doubt there will be more changes to come but they will be for the better!

The arrival of a “Woody” coach at Wirksworth has brought another new concept.

The railway now has its very own licensed bar thanks to the efforts of Sam Weaver, and this serves a good selection of drinks from several suppliers, including a local (Dronfield) brewery run by volunteers for their local community.

Previously, our license was limited to serving alcoholic drinks only on moving trains, so at least there should be less spilled beer! Opening times vary with the season but the www.e-v-r.com website has up to date information.

FELLOW RAILWAY IN TROUBLE.

We received these depressing pictures from The Foxfield Railway recently.



Once again mindless destruction has hit a Heritage Railway at a time when we are all struggling to keep things rolling. The damage was the third in a week, and has amounted to over £25,000.

24 Panes of glass were smashed in the Class 142 Pacer along with a window in another heritage coach.

Attempts were made to break into a signal box, and to damage other signals, on top of which they also damaged the CCTV system and took a camera as well.

Foxfield are appealing for donations to help repair the damage, so if you can dig into those pockets and provide a little assistance please visit:

www.justgiving.com/campaign/FoxfieldAppeal22



Alternatively for more information you can contact the railway by email: firsenquiries@foxfieldrailway.co.uk or phone: **01782 396210**

CATHRYN UPDATE

Nathan Cooke



Following the last report in April, work continues apace on bringing steam locomotive Cathryn back into working condition.

After the identification and rectification of some minor leaks on the locomotive's water tanks, some of which were near microscopic, Cathryn's tanks have now been filled with water and are now watertight.

Our machinist continues to produce components for the various fittings in the cab while our other volunteers fit these into their final place, including the brazing of the ferrules onto the various copper pipework ahead of steaming the loco for the first time on the railway.



On the 7th of June 2022, a momentous day was reached when a fire was lit in Cathryn's firebox to bring it into steam for the first time on the EVR.

This was to undertake a static steam test to set the safety valves to the registered pressure of the boiler and to test the injectors, not to mention to try out the whistle.

IGNITION THEN LIFT OFF!

This had drawn a crowd of volunteers from various departments on the railway to see such a spectacle, as well as featuring in a story on the current coal crisis faced by many heritage railways and was broadcast on ITV Central News later that day. This was the first time the loco had been in steam since the end of its working life in the 1970s.

Following its static steam test, work continues with the aim of now getting everything assembled so the loco can move under its own steam for the first time and taken out for a test run.

However, Cathryn's completion will not be the end of the story, but rather the commencement of a new chapter in its life in preservation. The maintenance and upkeep of the locomotive will still need financial support to sustain its operational activities well into the future.

As Cathryn draws near to completion, we would like to thank the generosity of our supporters who have taken an interest in this project and who have kindly donated money to the project. These also include subscribers to the Association's 'Locomotive and Carriage Club'.

If you would like to consider joining the Association's 'Locomotive and Carriage Club' or would like to increase your monthly donation to the scheme, please contact the Association's Treasurer who will gladly assist you. Contact details can be found inside the front cover of this magazine.

Photos © N. Cooke



Top Left: D9537 "Teddy Bear" waits for Deltic 55019 "Royal Highland Fusilier" in Shottle Station on the April Diesel Gala event.

Top Right: Devon Diesel Society's Class 31 31601 was at the other end to D9537



Left: 55019 disturbs the peace of this rural landscape on the same day.

photos © R. Harris



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PROGRESS ON THE DERBY LIGHTWEIGHT TWIN POWER CAR

Report by N. Ashfield

This Spring, work has continued on the inside of the power car, cleaning down the mould on the internal panelling gathered over years of inactivity, damp and extremes of temperature, and replacing some of those panels which were badly fitting and not always well supported from behind.

A number of hours were occupied smartening the outside of the car by cleaning off the greenery acquired after spending years in a siding under trees, the vehicle having been restored once but then waiting for its trailer to be completed. This took much longer than hoped.

Unfortunately it was found that much of the window rubber sealing has perished in the meantime and will need to be renewed. A major step forward was taken in late April when the coach jacks became free and the car was lifted in the maintenance shed to enable the rusting bogies to be run out for attention to their springs and pins, and the adjustment of ill-fitting brake blocks. The underframe needed attention too.



photos © Chris Lings

WHAT EVRA ARE DOING.

Just a few lines to keep you up to date on our major projects. Anyone who has visited Wirksworth recently will be forgiven for thinking that not a lot is happening. However, behind the scenes we are waiting for WyvernRail to pass on information to our solicitors so that a lease can be drawn up to continue work on phase 2 of the station building project, without which we can go no further.

As you may also have noticed, we still have no steam maintenance facility, this has also ground to a halt. Hopefully, having had a conversation with one of our oldest members this week, he has given me the positioning of the track adjustment for the loading line which now means that we can possibly sort the exact position of the new shed. I hope to have more to report in the Autumn Issue.

Ian Bowley

Company Secretary

Perhaps I should start this report by explaining why the railway has so many permanent way related speed restrictions in place at the moment. The restrictions are of two types, 'spot' restrictions for isolated features and longer restrictions due to more extensive problems. The spot restriction at Duffield is for the loop points. These are of a design that is not intended for regular use in the trailing direction. The stock rails are joggled and the one on the outside of the curve, where the wheel flanges rub against the rail, has become very worn at the joggle. If allowed to continue, this causes an increasing derailment risk. The issue is only a problem in the trailing direction, but the speed restriction has been put on in both directions to save confusing drivers; normally the risk at points is in the facing direction. New switches are being manufactured and should be installed by the time you read this.

The spot restriction at Shottle North is due to some of the point timbers having rotted away. We have replaced all the defective timbers on the point that leads to the up siding and have most of the timbers on hand to deal with the point that leads to the down siding, but have not yet had track access time and the MH5 excavator at Shottle to be able to replace them.

The longer speed restrictions are due to the ORR inspector advising us that our rail joints are too severely dipped to allow operation at line-speed, or that the ballast is deficient. Dipped rail joints are hard on the rolling stock and the rails and also uncomfortable for our passengers. The forces on a dipped joint are significantly reduced by reducing the speed, and this will prolong the life of the joint and the sleepers and ballast beneath it. We have a programme of joint improvement which consists of replacing the sleeper each side of the joint with a hardwood one with Pandrol baseplates, packing the ballast beneath the joint and shimming the fishplates. However, we have been unable to continue with this work following the Gorse Bank accident as it requires the use of the works train. We have been able to do some isolated joint repairs working from one of the road/rail Landrovers, but even this requires individual dispensation from the Operations Director to use the Landrover. Hopefully, we will get the ban on works train movements lifted soon and then we can resume our work.

While we have been unable to work down the line, we have concentrated on the new sidings at Wirksworth. Siding 3 has been laid as far south as possible at present, and was quickly occupied by the 3 car DMU. This siding will be extended further once siding 4 (which contains the Apollo bar and other coaches) has been slewed eastwards. Siding 5 is currently being extended southwards. When complete, we should have three sidings here each capable of holding 5 coaches.

As volunteers in all departments will know, we have been extending the use of HOPS and tidying up our competence records. The permanent way team recently put together a briefing session and examination paper for patrollers and all six of our patrollers were passed out, congratulations to them!

The work of the pway 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.



A loaded P-way train near to the points at Duffield North.

photo © Oliver Hodgkinson



80080 travels north during the Mixed Traction Gala in June.

photo © Oliver Hodgkinson



Above: Bristol RE at Duffield Station. Below: Good selection of manufacturers and years from 1950s to 1990s. *both photos © J. Stokes*





Above: Two Bristol REs wait for passengers at Wirksworth.

Below: AEC Reliance touring coach with Harrington Grenadier body. *Photos.©John Stokes*



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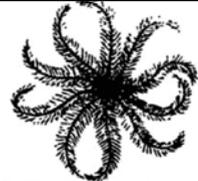
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NO. 3'S LEAKY STEAM PIPE JOINT

Joe Carver

In early March 2022 when No.3 Brian Harrison was being used for crew refresher courses on the Ravenstor incline, it was noticed there was a sound of escaping steam coming from within the smoke-box. On further investigation, this revealed steam leaking from the joint between the main steam pipe flange on the drivers side and the flange on the smoke-box header.

An initial decision was taken by the loco CME to try and fix the problem in place by fitting a new gasket and high temperature jointing compound to get the loco back into service quickly. Unfortunately, this was not successful so a more thorough repair was needed. This was delayed because of the work needed on Henry Ellison before it went on loan to the Cambrian Heritage Railways at Oswestry took priority. Work was then further delayed due to key personnel catching COVID-19 and work started in earnest in mid April.

Before the offending main steam pipe could be removed a number of other components had to be removed which included the front section of the steam pipe to the ejector, the smoke-box blower pipe and ring and one of the smoke-box lining plates (sacrificial plate) along with some of the fire cement that sealed the smoke-box. It was then possible to unbolt the main steam pipe and remove it for further inspection and attention.

The cast flange on the header was in very good condition and this only needed cleaning up and polishing but proved to be an awkward job in the confines of the smoke-box. The main steam pipe was identified as being the problem because the top flange on this was distorted and it took several days of draw filing to get a flat and true surface on it.

With new joint gaskets and high temperature jointing compound, the main steam pipe was refitted on the 26th April along with the other components that had been removed. The repair was then left for a week to settle and then a steam test was performed in early May. The good news was that the repair was proved to be a complete success. The only remaining job to do then was to seal the smoke-box by applying fire cement to replace what had been previously removed. The accompanying photographs show the repaired joint after the steam test with the new fire cement in place.

photos © Joe Carver



The offending joint after repair



Newly applied fire cement, driver's side

IRIS ON HOLIDAY

Editors

We received these pictures from Stuart Warr just too late for the last issue with a message for the crew who look after Iris:

I attach two images taken (by me) last Saturday at the Dean Forest Railway's DMU Group's 30th Anniversary Gala. Thoroughly enjoyed seeing 'Iris' working on the DFR, it looks absolutely superb and is a credit to the team who maintain the machine, well done!



HENRY ELLISON ON HOLIDAY

Editors

It's not just Iris. As reported in the last Issue, Henry Ellison has gone for a break at Oswestry on the newly re-opened Cambrian Heritage Railway and can be seen here behind the MP for North Shropshire, Helen Morgan and the Shropshire County Council Chairman, Vince Hunt as they opened the line on April 1st 2022.



CHR have been so pleased with our little engine that they are keeping it for the current season.

We wish them all the best with their new venture.

The line currently runs from Oswestry to Weston Wharf.

More information is here:

www.cambrianrailways.com

Source and picture: Rail Advent, used with their kind permission.

Edited extract from an interview by Mike Craft 16th August 2005 with:

Phillip Holbrook speaking about his connections with Shottle Station

Herbert Barber - Stationmaster at Shottle Station 1875- 1920 (approx), Great Grandfather of Phillip Holbrook

Mike Craft: I understand Phillip that your family had lived in the Shottle area for a considerable number of years.

For four generations my family has lived in the Shottle area. My Great Grandfather, was the Stationmaster at Shottle. My Great Grandfather was Stationmaster from 1875 until approximately 1920. He was roughly in his early 20's when he started. One of my Great Grandfather's sons, also called Herbert, was for a short while a clerk at Shottle Station.

My father founded Retail Coal Business in 1925, at Shottle Station, which was operated until 1962. And I joined him in the Coal Business in 1948 approx.

There were other parts to the business. Coming into Shottle Station was Brewers' Grains, mainly from Shepstone's Brewery, Nottingham and Holes Brewery, Newark, of which, we then delivered out to the local farms. And mainly during the 40's and 50's sugar beet was taken from the station to various sugar beet factories and a substantial amount of wet beet pulp came back onto the Wirksworth branch and into Shottle, of which we then transported to the local farms.

Mike Craft: I understand Phillip, that there was quite a large number of trucks that came up each week. How many coal trucks did you get a week?

We had on average about three coal trucks per week.

Mike Craft: And how many in a season would you get of Sugar beet trucks?

And of Sugar beet, of the wet beet pulp it averaged about ten trucks per week and Brewers' Grains about three to four trucks per week. These were backed into the sidings. We never had any trouble with them sticking out onto the mainline.

Mike Craft: I understand Phillip that there was a Coal Merchant at Hazelwood Station

W H Allsop's Coal Business at Hazelwood moved to Shottle Depot in 1955 when Hazelwood closed and his coal came in trucks to Shottle. His depot still remained at Hazelwood. He off-loaded off the trucks straight onto his lorry.

more follows →

Cont'd:

Mike Craft: I understand Phillip that after '62 the Station closed and what happened to the coal business?

The coal business was sold to Belper Coal Supplies in 1962 when the Station closed of course. They operated from Belper Station.

Mike Craft: Phillip in your lifetime were there any disaster on the line?

During my lifetime there were three disasters on the line. In the early '30's there was a fatal disaster near Hazelwood, when the driver was scalded and as a result died. The other two were derailments. One above Shottle Station and the other when trucks left Wirksworth without the engine, these were derailed also near Hazelwood.

A BIT MORE HISTORY

Andrew Denham

Alpha, Beta, Gamma. What comes next? **Delta.**

The visiting Deltic loco 55019 gave us pause for thought. Why Deltic?

Toward the end of WW2 the Royal Navy were searching for an alternative to petrol (gasoline) powered engines for their torpedo boats, as a number had been destroyed by fire and they were looking for a less inflammable fuel type.

After several evaluations they decided on the Napier Deltic engine, so named as it had several banks of 3 cylinders in a similar shape to the Greek letter Δ, although it was inverted as the engine layout demanded this. By 1950, the 18 cylinder marine version was being tested and went into production around 1952.

This comprised 18 cylinders in 6 banks of 3, each bank having 6 opposed pistons and 3 crankshafts, one of which had to rotate in the opposite direction to the other two. Displacement was 88.2 litres and it weighted in at just over 4 tons.

It was a two stroke engine, scavenged and blown to improve efficiency and it proved to be very successful in service. As it effectively had balanced thrusts it was low vibration, could run at high speeds (for a huge diesel engine) and delivered very good power to weight ratios.

An alternative 9 cylinder unit was produced as well for smaller power requirements .

In 1955, two 1,650 hp (1,230 kW) Deltic D18-12 (E158), a modified version of the marine unit, were used to power the English Electric Diesel Electric DP1 experimental locomotive. This resulted ultimately in the building of 22 British Rail Class 55 locomotives powered by Deltic D18-25 (E169) engines in the early 1960s. They continued in service until the 1980s and could reach 110 MPH.

The 9 cylinder version was used in the Baby Deltics (Class 23) but these were not such a success and were withdrawn by 1973.

Much of this information has been gleaned from the internet, and is far from complete, if you have an armchair thirst for Deltic knowledge that is the place to look.



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DATES FOR YOUR DIARY 2022

Mike and Pat Craft have advised that **EVRA** will be hosting the annual

Model Railway Exhibition in Wirksworth 15th & 16th Oct 2022.

Layouts and traders, almost all spaces are now booked.

Venue details on the website: www.e-v-r-a.com

Please Note:

THE ECCLESBOURNE VALLEY RAILWAY ASSOCIATION

AGM

is arranged for Saturday 19th November 2pm

at Wirksworth Town Hall.



HOW'S YOUR WELSH?

The two signs on the left were donated to the editors by an elderly doctor friend who bought them many years ago at a British Rail auction then left them in his garden as a round-tuit project. The top one has cleaned up fairly well and hopefully the lower one will also be recoverable. (We have the original Welsh text as well to verify the wording.)

He told us that at every crossing and footpath in the Welsh region of the LNWR had such a notice in Welsh and English and he remembered them well from his school and college days.

He could not recall what he paid for them but it was fractionally more than BR would have got for scrap. They are cast iron.

Hopefully they will be on display eventually at EVR.

photos & text : Editors

URGENT REMINDER

WE ARE DESPERATE NEED OF A TREASURER. IF YOU KNOW OF ANYONE WHO CAN HELP PLEASE ASK THEM TO CALL THE SECRETARY AS SOON AS POSSIBLE

In the first instance, please contact Ian Bowley on 07976 630775 to arrange a meeting.

100 Club Prize Draw

Andrew Denham

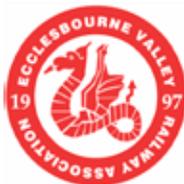
1st Prize: £83.03, No: 188 D W of Stafford

2nd Prize: £49.82, No 246 E S of Shirebrook

3rd Prize: £33.21, No: 137 D K of Market Harborough

Please note that legally we are no longer allowed to give names so only initials appear here. All winners will be advised in the normal way.

Please see the poster on Page 21 for more details of how to win prizes!



100 CLUB

WIN cash prizes in our quarterly draw
and help the Association to finance
exciting new projects.

Don't delay join today!

It costs just £1 a month, payable quarterly by standing order and you can, if you wish, to increase your chances of winning further, increase your number of entries. It is easy and you can be sure that you will be helping our railway grow. Draws will be held in April, July, October and then in December a super prize draw.

The prize money for each draw will be 50% of the funds held so the more entries, the more there will be to win!

This prize draw is open to anyone who wishes to support the 100 Club.

You can pick up a leaflet in the
Museum/Shop Building at Wirksworth Station.

Ecclesbourne Valley Railway Association is a registered charity (1106810)

**It is the support organisation for the
Ecclesbourne Valley Railway**

WHAT'S AN INCLINE?

Editors



A recent visit to Switzerland reminded us of our slight hill to Ravenstor.

The rather distant lower shot shows gradient on the BRB (Brienz Rothorn Bahn). This was taken from the half way Planalp station.

Once on the incline, pictured above, the boiler in the lower picture will be horizontal!



In the course of 7.6 Km the 800mm gauge track rises over 1,650 meters to reach a dizzying 2,244 metres above sea level. The maximum gradient is 25% (1 in 4) which puts our 1 in 27 to shame!

The loco in the pictures is BRB No. 7 built 1936. The volcanic cloud leaving

the chimney denotes it as is one of the coal fired fleet (some are oil). It uses the ABT double lamella rack system. BRB is the only Swiss railway to have used steam traction continuously since it opened in 1892. From 1953 to 1990 it was the only steam operated line in Switzerland.

The line boasts the fourth highest station in Switzerland. Highest is the Jungfrauoch at 3454 m, then Gornermat (highest open air station in Europe) at 3090 m, followed by Ospizio Berina (highest station in Eastern Switzerland) at 2253 m.

www.brienz-rothorn-bahn.ch has more information.

photos © A. Denham

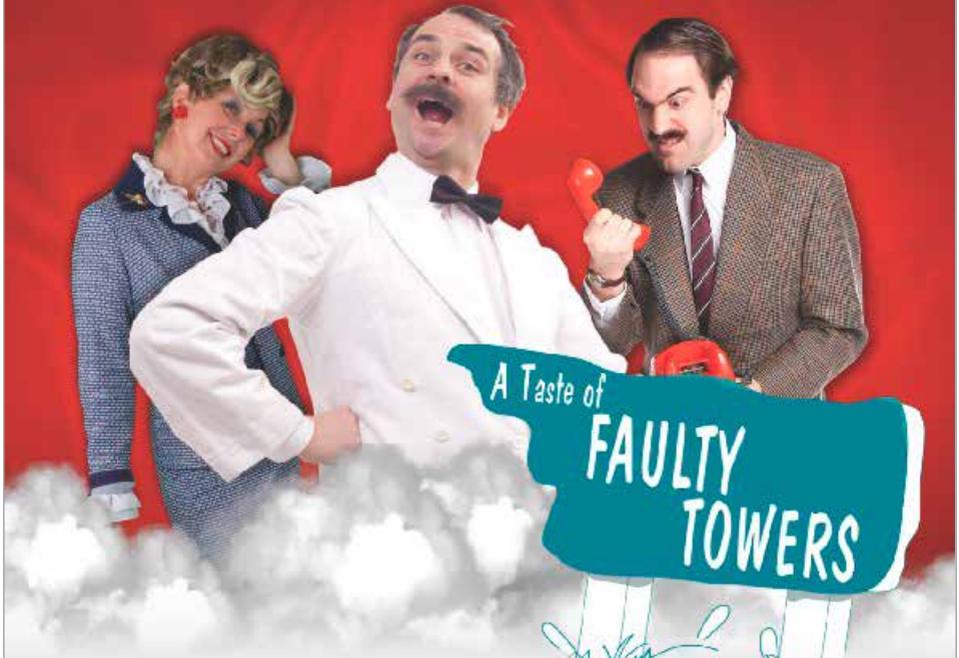
Do you remember Manuel? Sybil? Basil? If so don't miss:



BROADWAY BABY

WHATSONSTAGE

**EXPERIENCE THE WORLD'S
#1 TRIBUTE SHOW**



at the Ecclesbourne Valley Railway

Wirksworth Station, Coldwell Street, Wirksworth, DE4 4FB

Sat 20th August & Sat 10th September 2022

Lunch: arrive 12pm, Dinner: arrive 5:15pm

Includes train ride, 3-course meal and 2-hour interactive show

01629 823076 | www.e-v-r.com

