



Ecclesbourne Express

*Newsletter of the Ecclesbourne Valley
Railway Association*

Issue No. 77

Winter 2020

£1.50



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
- Association Secretary:** John Hastings-Thomson
6 Bosley Mews, Belper
Derbyshire DE56 1BU Tel: 01773 880586
Email: hastingsthomson@btinternet.com
- Treasurer:** Lindsey Bowley 164 Cole Lane Borrowash
Derby DE72 3GP Tel: 07756 011790
Email: lkbowley@hotmail.com
- Other Directors:** Mike Ball Tel: 01773 279873
Email: peakman1212@talktalk.net
Mike Craft Tel: 01629 825213
Email: mikecraft7@btinternet.com
Pat Craft (Marketing) Tel: 01629 825213
Email: mikecraft7@btinternet.com
Andrew Denham Tel: 01623 623985 / 07525 701951
Email: trish-and@talktalk.net
Ben Field Tel: 07796 155791
Email: benfield96@gmail.com
Eric Hills Tel: 07961 938353
Email: eric.hills@hotmail.com
Joe Ruddock 01629 822800
David Williams Tel 07833 746048
Email: roy-williams4@sky.com
- Co-opted trustees:** Tony Faulkner Tel: t.b.a.
Email: tony.a.faulkner@btinternet.com
James Hallam Tel: 07415258768
Email: james.hallam97@yahoo.co.uk
Howard Lucas Tel: 07949 643031
Email: howard.lucas1@btinternet.com
- Editors:** Andrew Denham & Trish Birks
2A Stanley Road Mansfield Notts NG19 0BY
Andrew: 07525 701951 Trish: 07736 968026
Email: ee_editor@yahoo.com
- Membership Secretary:** Nathan Cooke, 101 Belper Lane
Belper Derbyshire DE56 2UH
membershivevra@outlook.com
- (New) Website:** www.e-v-r-a.com Web Master: Nathan Cooke



N.B. The Spring Edition will be published in April 2020. Contributions are welcome by post or email to the editors at: ee_editor@yahoo.com by the **deadline of 17th March 2020** please.

Front Cover: Some of Santa's Special Helpers.

Origin unknown

Back Cover: Oddingley Signal Box gets a lift.

Photo: T Oaks

Letter from the Editors.

Happy New Year! By the time that you read this, the big man in the red hoodie will have been and gone, the reindeer droppings swept up and the hype is over until next time, so you can all relax for the next 300 days or so except for us at the railway!

Preparations are underway now for the new season, starting in February with our volunteers' day on the Saturday15th.

Volunteers are our life blood and everyone is good at something, so come to our open day and see what you can do for **your** railway.

Later in the year, we will be welcoming visiting steam locomotives again, in the form of the Aspinall class 27 and Ivatt class 2, plus a rumour of a third engine for one weekend as well. This means that the track and track bed need to be improved – again volunteers are needed.

The Ivatt Diesel Re-creation Society are now on site in the former R & R garage and we welcome them and their guests to our railway and hope they will stay with us for some years to come.

Our new shop and Museum are finally up and running. It is a lot warmer and more pleasant than before, and an achievement that we are all proud of.

We are looking forward to a Happy and prosperous New Year and wish all members the very best for 2020.

CONTENTS

P Way Report	Page 4
Trackwork Report	Page 4
Company Secretary	Page 5
New Station Building	Page 6
Model Rail Exhibition	Page 6
SO Bar	Page 7
Sales Matters	Page 7
Membership Renewals	Page 8
Cathryn Update	Page 8
Loco & Coach Club	Page 10
Bagnall: The Duke	Page 10
Christmas and Beyond	Page 11
100 Club Results	Page 12
News from the Pit	Page 12
Working Volunteers	Page 13
Treasurer's Appeal	Page 13
Quiz/Celebrity	Page 14
EVRA'S New Website	Page 14
100 Club/HRA Passes	Page 15
Derby Lightweight Update	Page 15
Item for Donation	Page 17
B'ham Students Visit	Page 18
Oddingley Signal Box	Page 18
The Last Word	Page 19

P WAY REPORT

Graham Clark

Drainage, drainage, drainage! My reports over the past 18 months have majored on drainage work but this autumn has shown this work to be a very good investment. As you are I am sure aware, this autumn saw record amounts of rainfall in the area. However, we did not lose any operational days due to flooding or washouts of the track. We did see the track flooded in a couple of places, but the water didn't come above rail level and was not fast flowing, so trains were able to continue to operate safely. There have been some sterling efforts by some of our team during the wettest period, for example near Duffield where water started pouring onto the track from a drain in the adjacent field that we were hitherto unaware of. Swift work with the mini digger and a team of men with shovels provided a new lineside ditch and cross drain to get rid of the water off the track. The ditches we had dug out around Derby Road No. 1 Bridge and near Cemetery Lane bridge on the Ravenstor line proved their worth at this time and the track has dried out nicely at both sites.

We have also been busy with regular track maintenance tasks, such as re-sleepering and joint packing at various locations. We have a stockpile of hardwood sleepers at Barnsley Lane ready for more joint strengthening work on the 'racing' straight between here and Derby Road No.2 Bridge but this work has had to take a lower priority than the other tasks at the moment.

In Wirksworth yard we have continued to work on providing extra siding space for the expanding coach fleet. This has involved extending the siding started by Birmingham University students in 2018. We have also started to assemble an extra left hand point to provide another new siding, this time between platform2 road and the siding the buffet stands on. We don't have all the parts we need to complete this point at the moment, but once we do have them, it will be installed immediately south of the slip beside the fuelling point. The installation will be tricky as it will involve taking up the level crossing while it is installed, so careful programming and coordination with other departments will be required.

We are preparing for a major item of work during the 'shutdown' between New Year and the first operating day in February. This is the relaying of 4 lengths of track near Derby Road No.1 Bridge. There is plenty to do here and new hands are always welcome. You don't need any previous P-way experience as we will train you and you can be assured of a warm welcome and a cup of tea (and sometimes cake!). If you can spare some time to join in the essential work of maintaining the infrastructure of the railway, please get in touch. *For details please email: mikefairburn57@live.co.uk*

TRACKWORK (MORE P WAY!)

Richard Buckby

With the festive season fast approaching, the permanent-way team have been celebrating in suitable fashion by tackling one of the more glamorous tasks on the line, by battling with the record amount of rainfall this autumn. When the line was effectively abandoned to Mother Nature in 1989, eleven years of no maintenance meant the

drains had plenty of time to get blocked with silt, mud, and in one case, the bodies of dead badgers! We have been battling with water ever since we started our resurrection of the line. One stretch of line that has not had too much attention until now is that in the area of Derby Road Number 1 Bridge, just north of the noisome sewage works.



Mud, Mud, Glorious Mud.



Photos R. Buckby

Three days of work this week saw the works train and the Komatsu tackling the ditches on this stretch. On Thursday, in incessant heavy rain, inroads were made into widening the ditch here

The plan is to finish this task by Christmas and then starting on January the 2nd, we will spend a month or more taking up 4 panels of track, removing contaminated ballast, improving the formation, dropping clean ballast and installing concrete sleepers. Volunteers are welcome!

COMPANY SECRETARY

Ian Bowley

Firstly, it is with a heavy heart that I must let you know that one of our dear friends, Joe Carver lost his wife in the run-up to Christmas. Joe, our thoughts are with you.

Well here we are, where 2019 has gone I don't know. We started last April with the Steam Driving experiences and they seem to have gone without a hitch with the public thoroughly enjoying our Barclay locomotives. Many thanks to all our volunteer drivers, firemen, guards, station staff etc. Without them, we wouldn't be running our dynamic duo. You may not realise how much time and trouble the guys spend cleaning and looking after the two engines week after week, although the fleet has now been reduced to one, as No 3 is out of ticket – see “News from the Pit” later in this issue.

At last, we have Phase 1 of the new station building which has been a long time coming, I would like to thank all those people who have donated a tremendous amount of money to make it possible and also the volunteers who helped build it along with the contractors. We should all be very proud.

As you probably already know, Henry Ellison had to have six stays replaced in October. Once again the donations came in to fund this; you are amazing, thank you so much. Cathryn, our other locomotive is being rebuilt slowly but surely. The fire box is now complete but we have had to wait a long time to get the copper welding done. Over the past few weeks we have been stripping number 3 for its 10 year certification in a steam shed with a hole in the roof which hopefully will be rectified in the next few weeks as the material to repair it has now arrived on site. We have all been going home soaked to the skin, once again thanks guys. In December we had a crane on site and removed number 3's boiler which has now been taken to Israel Newton for examination and hopefully repair. But all things have to be funded so it is a question of priorities.

Have you looked at the new website yet? It looks very professional and has taken a team of several people many months to get it up and running. It has been well worth the wait because now we have something that we can be proud of and which gives the public up-to-date information on our activities.

I hope you all had a good Christmas and I wish you a Happy and Healthy 2020.

WIRKSWORTH STATION BUILDING

Mike Craft



At long last, Phase 1 of the new station building built by EVRA at Wirksworth, which houses the museum and EVRA's shop, is open. The official opening on 9th October, when our patron William Tucker, H.M. Lord Lieutenant of Derbyshire, cut the ribbon was attended by the executors of Sam Winfield's will, key donors who had joined the various schemes to fund the construction and the volunteers who helped to build it. After the opening the guests enjoyed fizz and a delicious buffet donated by a member. We are still receiving donated items and those on loan for display.

Work in the toilet block (Phase 2A) has continued and at the time of writing the contractor is installing the toilets, basins etc.

Mike Craft (right) welcomes William Tucker to the opening.
Photo A. Denham

WIRKSWORTH MODEL RAILWAY EXHIBITION

Mike Craft

This was held in October and saw a higher income at the door than in recent years. We are grateful to all those who help set it up, take it down and who helped on the doors; thanks are also due to Malc Grubey of Malc's Models in Ilkeston, who organised the

layouts and traders. There will be a useful profit for EVRA funds once all the bills have been paid. In addition the railway and the station cafe benefited from the increased numbers of people.

SO BAR

Pat Craft

In October the bar provided drinks and snacks for those coming to the Model Railway Exhibition on the train from Duffield and then was decorated for the next Saturday, Wizarding Day, when specially bought drinks and sweets sold out! We have 4 potential helpers for next year, but can always do with more as the timetable is very busy once again!

SALES MATTERS

Pat Craft

The move in the week before opening day was hampered by rain on most days.



Inside the new shop/museum.

However, with the help of two of the shop volunteers, the shelves were put up and then gradually over 5 days everything (well almost) was moved across in sections so that the books and other items could be placed in their final positions. The book shelves, wall displays, baskets and other items donated by Ann and Darren Mayner of Quiltessential have replaced the old bookshelves and make the shop displays look much more professional and very attractive too.

Photo A. Denham

If you haven't been into the new building do try to come in when trains are running again in mid-February and see what there is – as well as the second-hand transport and general books and novels, we have many more new books on sale and children's games etc.

At the time of writing, we have limited stocks of signed copies of *British Railways Stinks – The Life and Work of Britain's Last Railway Chemists*, (price £14.95) written by five railway chemists including Ian Cotter, who volunteers on the EVR P-Way team and edited by the late Vince Morris. It is a very interesting book and if you want a signed copy please let me know ASAP and I will reserve one for you to collect in the New Year.

Since we moved, sales have increased significantly even on rainy days – probably because visitors can find things more easily, there is a greater variety and there is much more room. (There are some diehards who felt that the thrill of finding things in the old shop was preferable!) The shop sales during the Model Railway Exhibition

broke records (without the usual Book Sale) and the sales in the Town Hall were higher than last year too.

The old shop is now being used as a workshop for restoration and maintenance of EVRA's coach fleet, although it will be on the move (again) soon.

MEMBERSHIP RENEWALS

Nathan Cooke

A request from the Membership Secretary

For members who wish to renew their membership online and qualify to give gift aid, can I ask that they pay for only their own membership subscription and not for anybody else's.

While we welcome membership renewals with gift aid and in the case with online renewals it is convenient to pay for other people's membership at the same time, under gift aid regulations, where someone pays for someone else's membership subscription the "gift" is to that other person and not to the railway. So, we can only claim gift aid on personal subscription renewals or new members whose PayPal or credit/ debit card is linked to them.

As inconvenient as it may be, we have to adhere to these regulations and every subscription renewal on which we can claim gift aid counts. There are both options of paying from your PayPal account or by credit/ debit card when using our online form.

We also have a means of paying by bank transfer (BACS). If you are using this method would you also e-mail me about the payment you have submitted along with your name and membership number (if known) and also whether you are able to gift aid this subscription. Contact details can be found inside the front cover of this magazine.

HUDSON CLARKE 0-6-0T S102 CATHRYN

Nathan Cooke

Work this quarter on Cathryn has involved the front side steps going through a redesign. Initially, an extra pair of steps would be attached to the bottom of the fireman's slide bar to make use of a small step which is already attached in place there. However, there would be still quite a large gap to surmount from this step to the running plate above it, especially for those who are of a more "mature" age. Measurements have been taken to produce a new bespoke set of side steps which are to be placed both sides of the locomotive between the front buffer beam and the front of the cylinders housing the driving pistons.

Technical drawings have been made from a 3D computer model using Computer-Aided Design (CAD) software where the design has been optimised to use the least amount of materials to reduce cost and ease of installation without compromising structural integrity. These drawings have been sent away for component manufacture.



provide heating during the colder months of the year.

The steam heating system is now virtually complete except for connecting it to the boiler. Two drip valves have been installed, one at the front and one at the rear of the locomotive to drain away any accumulated water in the steam heating system when it is not in use, and installation of both a new safety valve and two new steam heat bags. The latter will allow steam to flow into the carriages to



The injectors and their components have been thoroughly cleaned and the injector body has had several coats of heat resistant undercoat applied. The injectors have now been reassembled with new lapping applied to the different shut-off valves to create a steam tight seal. Except for a series of final topcoats, these injectors are ready to be fitted to the boiler back plate.

In the cab, the reversing lever has had a repaint into "Signal Red" with some minor adjustments made to allow it to be freer moving. The chain for the whistle has been installed to the cab ceiling which is accessible to both the Driver and the Fireman and work continues on installing the remaining copper pipework for the steam brake control valve.

A new set of lamp brackets are currently being made and fitted to both the front and rear of the locomotive. Lastly, the boiler located at our external contractor is nearing its final stages of assembly and should be returning to the railway for reintegration with the rest of the locomotive soon.

Photos Nathan Cooke



Copper tube plate ready for installation in Cathryn's boiler.



The cause of most of the delays; copper Inner firebox repaired and almost ready for fitting.

Photos: Steve Usher

Our Locomotive and Carriage Club is a great way to financially support our projects and details can be found at www.e-v-r-a.com/cathryn where a variety of photos of the current progress on Cathryn can be found along with a contributions form.

BAGNALL 2746 THE DUKE

Tim Oaks

The bottom half of the locomotive has been slumbering peacefully in the shed for most of this year. However, there was still quite a lot of detailed work to do. Once the crinoline hoops had been finished, Mick and Simon worked carefully through the fittings, some of which required very precise repairs with new parts being turned up out of the appropriate grade of gunmetal.

The steam heat shut off valves were missing, but fortunately a friend of mine had some in his garage which were overhauled and tested. That was a little difficult without a steam supply, however Mick made blanking plates which fitted over the ends and bolted to the connection flanges, one of which was fitted with a compressed air intake; once the fittings were attached to a pair of new hoses and joined together the whole assembly could be tested. This arrangement also enabled the pipes on the locomotive to be checked for leaks, fortunately there were none.

Eventually, the 8F team simply ran out of work and in desperation tidied the tool van and began rebuilding their workshop van body. Meanwhile Tony continued his lone attack on the saddle tank, but in the open, it has been a losing battle at times but he is slowly winning against the old paint and rust.

Down at Loughborough things have become very active indeed. Dave Wright and his team have spent months eliminating defects and making new components and are now fitting these together.

The firebox crown has been examined and any small cracks ground out and welded up, the same has been done on the copper inner door plate. The distortion in the copper crown plate has been carefully removed with heat and jacking. All the crown stay holes have been re-tapped and a full set of new stays fitted.

The new backhead has been fully machined, which involves drilling hundreds of holes in the right place. It has been riveted to new pieces of boiler plate, and currently these are being welded to the outer wrapper, of which, they will become part. It is otherwise bolted into place with the new fire hole door ring in position and more riveting will follow. The next job will be to roll the boiler on its side and fit the new copper tubeplate, and then we really will be getting somewhere.

We have two new wagons in our range: Dapol have produced a fine model of the Buxton Stores Van as preserved at Wirsbworth. The paint job includes the stencil gaps in the lettering. We also have another "Will Hay" wagon, this time Jeremiah Harbottle, coal merchant of Buggleskelly. They cost £15 each, plus p+p £3-50 for up to 4 wagons.

CHRISTMAS & BEYOND

Leigh Gratton

It is the season to be jolly! As I write we're firmly in the middle of the Santa season which is a thoroughly important time for the railway. Sales from the Santa trains carry



the railway through the dark winter months until Easter and are therefore absolutely vital. They also take a massive concerted effort to carry out across all departments with everything from serving mince pies in the marquee to Santa himself on board the train. I would like to thank everybody for their help with the Santa trains, it is most appreciated! We have been using the humble DMU to perform Santa duties for many years now and are reaching our capacity limit with our current offering. I would like to think we'll be looking forwards

towards introducing steam during the Santa season in the not-too-distant future but we need to make sure that, even once we have a locomotive, we also have the right coaching stock for the event. There needs to be enough coaches of the right internal configuration which are also fitted with steam heating too. After all, there is little point in increasing the costs with steam if you haven't the additional capacity to at least cover the additional costs, let alone the anticipated extra demand.

As I look forward to 2020, it is both an exciting time as we have many interesting events planned over the coming year and also a time to reflect. 2019 saw two visiting tender locomotives with our first 'proper' steam gala. It was very successful and turned out to be the busiest weekend we'd ever had here. We are very keen to repeat this in 2020 (Saturday 13th and Sunday 14th June) and the return of 52322 as well as the visit of Ivatt Class 2 46521 should certainly make it an exciting time.

Speaking of Ivatt, it is shaping up to be a vintage year. I am very excited to see the introduction of the LMS Brake Third coach which is nearing the end of restoration. This will be a genuine vintage coach to offer to our visitors. It really is beautiful inside and will push forward our offering for on train dining with its ability to accommodate two wheelchairs inside the passenger saloon too. I think it will look fantastic behind an LMS steam locomotive too when 46521 visits. You may remember that we took delivery of two teak coaches in October in the form of a 1910 Great Northern Railway Observation saloon and a 1935 Restaurant First. Once remedial work and repairs have taken place to these two, we'll have our own vintage rake!

On top of all this, we now have the Ivatt Diesel Re-creation Society renting the former garage at Wirsbworth Station as they move further on with their replica build of 10000 diesel locomotive. It is great that we have a railway-related long-term tenant to work alongside us which also has a Midland flavour.

Of course, we can't grow and continue to do all of the exciting things we have planned without our volunteers. We are always on the lookout for new people to assist in

whatever way they feel they can, across all departments on the railway so tell your friends about our annual 'Join the Team' Volunteering Day on Saturday 15th February at Warkworth Station.

100 CLUB Draw Results Winter 2020

Andrew Denham

1 st Prize	No. 208	£79.72	A Gill
2 nd Prize	No. 160	£56.59	B Hawkins
3 rd Prize	No. 228	£45.27	O Attwell
4 th Prize	No. 153	£22.64	M Birch
5 th Prize	No. 187	£22.64	D Westerman

Congratulations to the above winners. Join the 100 Club for a chance to win!

(See Page 2 for my details.)

NEWS FROM THE PIT

Dave Williams

The winter season is upon us and the Santa Trains are well under way as I write. Although they are always successful, we in the steam department are hoping we can improve income next year by making them steam hauled, utilising our own overhauled (fingers crossed!) locomotives, Cathryn and The Duke.

Fresh from its recent re-certification, resident Barclay loco Henry Ellison, top and tailed the Shottle Shuttles with 08 'Graham Walker' without incident. I hear the steam heating was so effective that at times there were requests to turn it down! The engine will now undergo its regular winterisation ready for next year.



Barclay No 3 has come to the end of its 10 year ticket and the loco has been stripped down to enable the boiler to be removed and taken to Israel Newton's at Cromford to be overhauled.

The boiler did not want to go quietly and expert help was called in from Israel's to help remove stubborn bolts from the boiler saddle area. We may have been overdoing the water treatment over the years as feedback from Israel is that the tubes are stuck fast with tannin deposits and proving difficult to remove.

Hooray and up she rises, on a murky winter morning. Photo N. Cooke

The steam shed roof has been in dire need of repair for some time now. At present, it resembles a giant colander, and a rusty one at that! Rain and rust particles are really staining the locos. Fortunately, new roof panels have arrived and will be put into place

soon. Although we all know that a new steam shed is the preferred option, finances dictate what we can do in the short term.

I'd like to thank our volunteers for their time and hard efforts put in over the year and wish all a Merry Christmas and a Prosperous New Year.

NB: NOTICE TO WORKING VOLUNTEERS

Editors

We need to remind all ***working*** volunteers that unless you are EVRA members, you will have no personal injury insurance via the company's scheme. We send out renewal reminders with both email and postal copies of the magazine in January, and a second reminder with the next issue. If you do not renew your membership **within 30 days** of the second reminder your membership will lapse and you will no longer be covered by the above insurance scheme. NB ***"Working"*** volunteer means any person actively involved in the running of the railway or its activities in any way. For example, if you qualify for an HRA card, this applies to you.

AN APPEAL FROM THE TREASURER

Lindsey Bowley

First of all, thank you to those members who generously responded to our appeal for help with paying for the work on Henry Ellison. Thanks to your contributions, we have managed to pay for these repairs without dipping into our reserves.

We are now in the process of assessing what work is required on the other Barclay locomotive, Number 3 (Brian Harrison) for the ten year overhaul and the expenditure required will yet again put pressure on our resources. It is essential that we keep two locomotives in steam so that we can continue to offer Steam Driving Experiences and also run the incline. If you would like to contribute to this please send any donation, however small, to me at the address at the end of this article. If you are able to Gift Aid your donation, thus adding 25% to the value, and are not already registered for Gift Aid, please let me know and I will send you a form to enable you to do this. If you would like to help on a regular basis, standing order forms are available at Wirksworth.

Finally, although Stage 1 of the station building is completed the Station Building Appeal is still very much on-going. We cannot afford to carry out any further major work until we have raised another £150,000 so if you feel that you are able to help please pick up a one off donation form or a regular giving leaflet from Wirksworth or contact me either at **treasurerevra@outlook.com** or write to my home address. It is only with the help and generosity of our members that we can bring such a major project to fruition.

It may seem that we are constantly asking for additional funds but, as I have discovered since I took over as Treasurer, running a heritage railway is an expensive business, so please help if you can:

Lindsey Bowley, EVRA Treasurer/ Station Building Appeal Co-ordinator. (see *Page 2*)

Last Month's Quiz

Editors



Answer: The plaque is under the arches at Shottle Station.

Now, does anybody have any information about the inscription? Whose words are they? When written etc.

If you have any information please contact the editors. *(see Page 2)*

CELEBRITY

Hylton Holt



I have been passed this photo - which I've never seen before. As we know "celebrity" locos came up to Wirksworth for their official photos. 44444 can only be a celebrity by way of her number so it feels like someone at Derby Works was playing! At this time she was a Monument Lane (Birmingham) loco. H. H.

All the fours: Originally LMS 4444, then BR 44444, this class 4F Fowler was designed and completed at Crewe works December 1927. She was assigned to Monument Lane on 14/06/1958 and later to Aston on 10/02/1962 so this picture must lie in that time frame. Sadly, she was scrapped during October 1963 after 35 years 9 months and 1 day of service life. Ed

EVRA'S NEW WEBSITE

Nathan Cooke

EVRA has launched its brand-new website!

Visit it at www.e-v-r-a.com. More content has been added over our old website and it is now mobile device friendly. Take a look at our current projects and events page for 2020 and our fundraising activities as a starting suggestion.

ABOUT THE 100 CLUB

Andrew Denham

This is our simple way of raising much needed funds for EVRA. The minimum contribution is £1 per month. Every quarter, this entitles the holder to one entry in the draw. There is no upper limit to the number of entries per person.

50% of the income is returned as 3 prizes each for the spring, summer and autumn quarters and 5 for the winter draw. The remainder goes to help fund EVRA's aims and activities. Full details are on the EVRA website (www.e-v-r-a.com), and entry forms are also there. Typical first prize is around £75, so it is worth having a go.

"You have to be in it to win it!" as they say.

HRA PASSES

John Hastings-Thomson

It is that time of the year again if you want an HRA Pass for the next year.

I do not have all the details to hand currently but last year they were £30. This entitles you and a friend to discounted or even free tickets on most Heritage Railways.

I must emphasise that this is only available to working volunteers, so you will need to supply your EVRA Membership number and which department you volunteer in.

If you want further information please email me and I will send out the details as soon as I have them.

(My contact details are on page 2.)

DERBY LIGHTWEIGHT DEVELOPMENTS

Norman Ashfield



Progress continues to be made on the unique Derby Lightweight twin unit. Following installation and plumbing of the toilet compartment in the trailer car, the second class rear saloon and vestibule have now received ceiling panels.

We were delighted, in the Autumn, having contributed to the purchase of the carriage lifting jacks, to be among the first to make use of them in order to swap the accommodation bogies for the refurbished correct ones. Pushing those bogies round to the depot was not an easy task, and we are grateful to those who provided the human thrust, and who consequently built up quite an appetite that day!



Black Swan Idridgehay

RESTAURANT:

Monday | Closed

Tues- Sat | 12.00 noon - 2.30 pm | 6.00 pm - 9.00 pm

Sunday | 12.00 noon - 4.00 pm

BAR:

Monday | Closed

Tues- Sat | 12.00 noon - 12.00 Midnight

Sunday | 12 noon - 7.00 pm

Wirksworth Road, Idridgehay, Belper.

DE56 2SG

01773 550694

E: blackswan.idridgehay@gmail.com

W: blackswanidridgehay.com



THE FEATHER STAR

Wirksworth, St John Street
(main street)

Real Ale House & Record Shop

Bringing you the best traditional & modern ale from
micro breweries. Wide variety of other beverages
and bar snacks available, but picnics welcome!

Open

Monday - Thursday 12-10.30pm

Friday - Saturday 12-11pm

Sunday 6-10pm



HOTEL & DINING

Large function room suitable for all occasions.

En-suite bedrooms. Food available.

Large selection of Gins.

Local and National Ales always available.

Dogs welcome.

Outside drinking area.

Tel: 01629 822214

info@theredlionhotelwirksworth.co.uk

Mobile: 0777 261 8883

www.theredlionhotelwirksworth.co.uk

ITEM AVAILABLE FOR A DONATION

Pat Craft

We have available, one display cabinet with lights formerly used for our BachmanModels display in the old shop.



It is of wooden construction, has lockable glass doors and MR16 type down-lighters in the top. It would be an ideal cabinet for models, toys, ceramics or jewellery but many other display applications are possible.

It is available for a donation to EVRA funds but the new owner will have to collect it or arrange transport.

(My contact details are on page 2)

BROOKE - TAYLORS **SOLICITORS**

in the heart of the Peak District

For help and advice with:

- Property, Houses & Land
- Accident & Injuries
- Civil Litigation
- Divorce, Family & Cohabitation
- Wills & Tax Planning
- Administration of Estates

Tel: **01298 22741** Fax: **01298 77065**

e-mail: post@brooke-taylors.co.uk

Come and see us at:
4 The Quadrant, Buxton, Derbyshire, SK17 6AW

DERBYSHIRE OO WAGONS



SPECIAL EDITIONS BY DAPOL

BOWN & SHAW, of Wirksworth.

4 plank wagon, red with white letters shaded black, edition of 200 £13-00.

S. TAYLOR FRITH, of Peak Forest.

Red with white letters shaded black, limestone load, edition of 200. £13-00

BUGGLESKELLY GAS LIGHT AND GENERAL TRADING

Postage: £3-50 for up to 3 wagons.

Available from Bagnall Locomotive Group,
13 Trenchard Drive Buxton SK17 9JY.

Professor Schmid and his students paid us another visit in September and began work on another turnout. We were handicapped by only having one switch available at that time – there was a spare at Spondon a few years ago which we had hoovered up with everything else. However, a great deal of useful work was done and Mike Fairburn has since found a pair of switches which will do the job. The students also laid out plain line which will form the new carriage siding to which the turnout will connect and the sooner the better in view of our new arrivals.

ODDINGLEY SIGNAL BOX

Editors



Many of you will know that the “new” signal box sitting at the North end of Shottle station was originally at Oddingley Crossing by the Up Main line between Abbotswood Junction and Stoke Works Junction in Worcestershire.

It is a Midland Railway type 4a design signal box, and was originally fitted with a 6 lever frame. It was built in 1908.



The lever frame was replaced by British Railways Western Region Annett's key locks in 1969 when signaling passed to Gloucester PSB.

The latter system released the gates for the crossing to be opened and automatically set the associated signals to “danger” when the Annett's key was removed.

It was bought, transported to EVR and finally lifted into place in July 2014 with financial support from EVRA.

The biggest problem was that the whole unit would not fit through the access gate at Shottle, so a lift had to take place, see rear cover. Fortunately a suitable landing pad was discovered just inside the gate until the trailer came through, when it was a case of re-load and take to its intended location.



Final resting place at last! The box is settled gently into its new home at Shottle ready for the real work to begin.

*Photos: Page 18 Top: unknown
(Provided by Neil Ferguson-Lee)
Page 18 Lower & page 19 Top: Tim Oaks*



After a lot of TLC the final effect looks pretty good. The new signaling around the Shottle loop and sidings is coming together as time, funds and volunteers (that dreadful word again!) allow.

Soon the levers, rodding etc. that we have acquired will be re-assembled and it is possible that the original 1908 frame will be replicated, albeit with different components to reflect its new function of a true control box rather than “just” a crossing box. There are several points and signals present around the Shottle complex so a purposeful box such as this will complement the authentic feel of the railway.

Photo: C Ralls.

The last word:

**HAPPY NEW YEAR to Everyone.
Or is it EVRAone?**

