



# ***Ecclesbourne Express***

*Newsletter of the Ecclesbourne Valley  
Railway Association*

*Issue No. 49*

*Winter 2013*

*£1.50*



***The Wirksworth to Duffield Line***

# **Ecclesbourne Valley Railway Association**

**(Company No. 5257082 - Limited by Guarantee)**

**(Charity No. 1106810)**

**Patron** - HM Lord Lieutenant of Derbyshire, William Tucker.

**Secretary)** - Mike Craft,  
**Director )** - Honeysuckle Cottage, 35 Rise End,  
Middleton-by-Wirksworth,  
Matlock, Derbyshire DE4 4LS  
Tel - 01629 825213  
*email - [pat/mike@craftriseend.freemove.co.uk](mailto:pat/mike@craftriseend.freemove.co.uk)*

**Other Director** - Mike Ball – Tel- 01773 279873.  
*email- [mball8@sky.com](mailto:mball8@sky.com)*  
Pat Craft (Marketing) – Tel. 01629 825213  
John Gratton – Tel. 01629 824752  
John Hastings-Thomson - Tel. 01773 880586  
*email - [hastingsthomson@btinternet.com](mailto:hastingsthomson@btinternet.com)*  
Eric Hills-Tel: 07961 938353  
*email- [eric.recover@hotmail.co.uk](mailto:eric.recover@hotmail.co.uk)*  
Mike Parker – Tel. 07870 804275  
*email- [parker.316@btinternet.com](mailto:parker.316@btinternet.com)*  
Paul Rayner – Tel. 01332 557709;  
*email - [pjrayner@ntlworld.com](mailto:pjrayner@ntlworld.com)*  
John Rhead – Tel. 07971 172084.  
*email- [jdrhead@live.co.uk](mailto:jdrhead@live.co.uk)*  
Joe Ruddock - Tel. 01629 822800.  
Graham Walker – Tel.01332 511489.  
*email – [grahamrw@virginmedia.com](mailto:grahamrw@virginmedia.com)*  
Vince Ware - Tel. - 01332 372788;  
*email - [v.ware@ntlworld.com](mailto:v.ware@ntlworld.com)*  
John Weaver- Tel 01773 824446.  
*email- [johntw@cmw.gotadsl.co.uk](mailto:johntw@cmw.gotadsl.co.uk)*

**Membership Secretary** - Vince Morris - 530 Kedleston Road, Derby  
DE22 2NG Tel. - 01332 551072  
*e-mail – [vc.m@ntlworld.com](mailto:vc.m@ntlworld.com)*

**Editor** - Richard Buckby – 20 Eden Bank, Ambergate, Belper  
DE56 2GG *email – [g3vgw@w3z.co.uk](mailto:g3vgw@w3z.co.uk)*  
Tel. 01773 852475.

**Website:** **[www.evra.org.uk](http://www.evra.org.uk)** Web Master - Paul Rayner.

**Next Edition, The 50th – will be published in May 2013** – Contributions welcome by email or post to Richard Buckby, see above, by **Friday 26<sup>th</sup> April 2013.**

**Front Cover** – No snow for Santa but plenty of water at Gorsey Bank!

**Back Cover** – Colin Wright's painting of Friar Gate Bridge. Details: Tel. 01332 883188.



## NEWS UPDATE - Mike Craft

Following on from the last News Update, the water tank is now connected to the mains. The joints were tested before the bad weather set in and were leak free.

In the last Express I referred to the success of the 10<sup>th</sup> Model Railway Exhibition. Although fewer people travelled to Wirksworth by train than last year, the numbers through the door were up and the profit was £1695. Unfortunately two layouts did not turn up but we still had 20 including the two at the Station. The shop, EVRA stall and Tombola in the Town Hall all increased their takings which also benefits the railway.

In November, the Trustees agreed to fund the transport to collect historical signalling equipment and other items for the Museum from Bletchley Park. Members went down beforehand to dismantle the equipment and on the day to help load. The donation of the equipment was due to the generosity of the members of Milton Keynes Model Railway Society, who unfortunately had to vacate their premises by the end of November. All items were donated to the Association and there will be some rearrangement of the displays in the Museum to accommodate the items.

At the same meeting in November, the Trustees responded to a request from WyvernRail and agreed to fund the resurfacing of a section of Shottle Platform, once it is rebuilt.

In the middle of December, an auction organised by Great Central Railwayana was held at Derby. It was noticed that an item of interest to EVRA was listed in their catalogue, - a key for the ground frame for Wirksworth incline. We were successful in purchasing it, although there was competition and we now have the set from Duffield, through Wirksworth. Now they will all be on display in the Museum Coach at Wirksworth, when it re-opens in spring.

Make a note in your diary of the 4<sup>th</sup> May 2013, when it is hoped that a steam gala will be held. On that day Henry Ellison will be officially brought into traffic.

Now our attention must focus on Cathryn and we have quotes for the major works to the boiler and for the other items – making a total of around £56,000. Any donations towards this will be gratefully received, acknowledged & gift-aided where appropriate.

## SALES MATTERS - Pat Craft.

Christmas came early with many donations of railway and other books, jigsaws and other items, perhaps as people cleared their houses for the festive season! This was in addition to a range of items from railway videos, pictures and other things from the Milton Keynes Model Railway Society. In addition Bachmann Europe clearly was trying to bring out many of their new models ready for Christmas and the shelves throughout the shop have been very full. Five new boxes and two shelf sections of newly arrived second-hand transport books have appeared and we have been able to provide

several people with the books which they have been looking for, for a long time – they were on my “books wanted” list and some of the people were surprised to hear from me after a long time. Interestingly none of those contacted had managed to find the book which they wanted, so we had provided a real service.

The shop still produces valuable income for the Association to enable our work supporting the EVR to continue and I am grateful to all the volunteers for making it possible. We have recruited one more volunteer in the shop but could still do with a few more to spread the increased load over the extended running this year. The shop is open on Saturdays in January and February when trains are running.

## **WHO CAN READ THE FUTURE? – Martin Miller**

I write this soon after the end of the 2012 Santa season, where we achieved the best ever results for our Railway. The sheer hard work put in by everyone involved was a delight to behold and our visitors certainly appreciated the endeavour. One family had been with us for the last nine years and couldn't believe how it had evolved over a relatively short time. The noticeable change, as is happening in all walks of life, was the move from postal to online bookings with over 75% being over the internet showing the way forward for many of our “products”.

After an indifferent year I hope we will have more luck on our side in the shape of the weather on offer and less in the way of distractions for our potential passengers. The 2013 programme capitalizes on the success of last year's Tuesday operations by extending these through from April to September. The steam weekend sponsored by EVRA in May will go some way to illustrating whether or not the lure of steam really adds to the bottom line.

Early indications are that the steam and diesel experience days will have a good year and it is pleasing that the testing business seems to be returning after quite a fallow period. Catering is off to a flying start this year as it didn't really get into its stride until Easter last year after the major refurbishment of the Pullman Buffet Car. So there are reasons to be optimistic that we will have a better financial result in 2013 than last year.

Nonetheless, we are faced with a basic conundrum that present trading only just covers the day to day running costs of the Railway and does not allow the build-up of any form of capital contribution which remains highly dependent on the contributions of our long suffering shareholders.

Work is going on behind the scenes to produce a coherent plan for the next ten years that will point the way forward after the first pioneering ten.

We are not alone in facing these financial pressures as everyone in the heritage railway movement seems to be reporting a grim 2012 causing less than palatable decisions to be made in terms of investment and staff numbers.

For my part, I will be even more actively seeking activities that contribute income to our enterprise and resisting expenditure on areas that do not add to the generation of cash.

On a less grim note, the energy being put into assembling a decent locomotive hauled set of coaches is most encouraging with the Company, EVRA and LMSCA joining forces to produce a four coach set, well turned out, in time for the May extravaganza and a tantalizing prospect that we may have a more exciting visitor to haul them later in the year. It will pay you to keep a close eye on the web site over the next few months!

## **STEAM LOCO REPORT – Bob Gibbens.**

### **No 3 (2360)**

The winter maintenance schedule is well under way and most of the smaller jobs and repairs have been finished. A permanent brick arch has been fitted with the hope that this will improve the steaming rate. All of the coupling rods and big end bearing have gone to a specialist company for white metaling. We hope to get them back early in the new year to allow time for turning the bearings to fit each individual crank pin. Hopefully the rods will be back on the loco before its next pay and play requirement.

From lessons learnt from the last operating season it has been decided to fit a second lubricator to lubricate the axle boxes. The distance the loco travels is sometimes too much for trimming lubrication to cope with and we have had instances of hot boxes

### **2217 Henry Ellison**

Hopefully this locomotive will be fully operational for the new season. The vacuum problem that was discovered on its last steam test has been rectified. After remedial work the vacuum system was tested by coupling up to the bubble car. Likewise with No.3, a brick arch has been fitted and a second lubricator is planned before the start of next season. The paintwork is at present being rubbed down and as soon as the weather improves its final painting will take place

### **1884 Cathryn**

Work is coming on at quite a pace in stripping this loco down. Research is being undertaken on the intricacies of its Coal Board modifications. The work is hard and difficult, coping with 40 years of rust. All credit must go to Mick Clark and the 8F boys in the professional way they are tackling some very awkward jobs. Without their help we would not be as advanced as we are.

## **2013 SUBSRIPTIONS AND A REQUEST- Vince Morris**

It's that time of year again: if your subscription for 2013 is due there should be a renewal form enclosed. Please complete and return to me as soon as possible. As you may be aware, the qualification for "senior" category has been altered, and is now defined as "state pension age" (currently 65 for men ~ 61.5 for women, sorry gents!). However, all existing senior members will remain on that grade even if under pension age, and those existing members who turned 60 last year or will this year will still be eligible to pay senior rates from now on.

I am writing a leaflet for our younger visitors about railways in general. It will include a few line drawings, which I am artistically incapable of producing. Is any member able to help EVRA by doing pencil line drawings for a leaflet we are producing? If you feel you can help please e-mail me at [vc.m@ntlworld.com](mailto:vc.m@ntlworld.com) - No fee!!

## VOLUNTEERING AT THE E V R - Tom Tait.

Volunteers are the lifeblood of our railway. Some of our volunteers join us following a successful career on our national railways but others join us with little or no railway experience. It is therefore important that we equip all our volunteers with the necessary skills and knowledge to perform their chosen role safely and competently. The following represents a brief overview of the training programmes designed for operational volunteers:

Your career starts with an **INDUCTION** to the railway including its departments, the roles that people undertake within them and the contribution these make to the overall running of the railway. If you wish to undertake a role within the operations department then you will need to undertake the next two courses.

The second course is called **PERSONAL TRACK SAFETY**. On this course you will be taught how to keep yourself safe when working on or near the line. You will be required to learn some common signs we use on the railway to communicate with each other and keep ourselves safe as well as a range of health and safety topics including personal protective equipment. Your knowledge and skills will be assessed at the end of the course. Following successful completion you will be competent to be on or near the line in the course of your role.

Before your next course you will be required to undertake an assessment on your knowledge of the **rule book**. This is a self-directed study programme in which you complete the assessment at your own pace. It is referred to as a 'seen assessment' as you can refer to the rule book when completing the assessment. You will need to demonstrate that you have read and understood the rule book.

The last **mandatory** course is called the **RAILWAYMAN'S COURSE**. This course has been specifically designed to give you an introduction into the operation of a heritage railway. You will cover a range of topics including:

Operation of ground frames; layout of Wirksworth yard; run round loops; shunting awareness; passenger safety; train dispatch; fire safety; first aid; route knowledge; operation of crossing gates.

You may be assigned a Mentor to guide your progress during this time. The course assessment is by oral questions, multiple choice questions and practical assessment.

By successfully completing this course you will be able to undertake the important role of third Man. A period of consolidation is expected now as you may wish to further explore your career options if you have not already done so.



The next operations role is that of a **Passenger Train Guard**. The preparation to undertake this role is both theoretical and practical. However you must be in possession of a current PTS card and Rule Book assessment before you can start your training. During this time you will be assigned an experienced guard as a Mentor. It is not possible to determine how long your training will take as each person is different and will require support according to their individual needs, but you will only be assessed when both you and your Mentor feel you are fully prepared and confident to undertake the role.

For some volunteers their ultimate goal is to drive a train. There are different ways to achieve this. However, you will be required to undertake a theoretical assessment and a practical assessment on rules of driving and the mechanics of the units/ locomotives before stepping into the driver's cab.

To learn to drive a **Diesel Multiple Unit with paying passengers** you will be expected to be a qualified passenger guard with a minimum of one year's experience of guarding passenger trains. To learn to drive a **Diesel Multiple Unit without passengers (empty coaching stock)** you will have completed the Railwayman's course and will normally be a member of the DMU restoration team.

To learn to drive a **Diesel Locomotive** you will be expected to have completed both the Railwayman's and advanced shunting courses.

To become a **Steam Locomotive** driver you will be expected to have completed the railwayman's course, then start as a cleaner, progressing to fireman and eventually driver. You will gain the necessary shunting skills as part of your footplate training.

## 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](mailto:post@brooke-taylors.co.uk)

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

## Limited Edition 00 Model Railway Wagons

Henry Bramwell, coal  
merchant of Bakewell,  
Derbyshire.



Edition: 400 units - £9.50

John Greenwood & Son,  
barbecued meat manufacturers  
of Mucklow, Derbyshire.



Edition: 400 units - £9.50

Bewick's Locomotive Ltd  
of Lolewry, Buxton,  
Derbyshire



Edition: 400 units - £10.00

Price £0.50/£10.50  
each plus P&P

Model 000, 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Order from:

Brooke-Taylor Ltd, 4 The Quadrant,  
Buxton, Derbyshire, SK17 6AW

or by email to [post@brooke-taylors.co.uk](mailto:post@brooke-taylors.co.uk)  
or by fax to 01298 77065

All profits from the sale of the models will be used towards  
restoration of our locomotive 'The Duke' at Wirksworth.



**Shottle Platform Rebuild Progress.**

**New Carpet in Class 119 DMU - Leigh Gratton.**







**Steam Team at Work - Peter Chambers.**

**Dismantling the signal at Bletchley Park - Dennis Lovett.**



# R & R Motors

*Vehicle Services  
& Repairs to the  
highest standards*

Station Road,  
Coldwell Street,  
Wirksworth, DE4 4FB

**Phone:**  
**01629 823336**  
**07929 269262**

# MALT SHOVEL

**Wirksworth Moor.**

**01629 822427.**

***"A family run pub."***

Linda and Chris welcome all visitors  
including walkers and dogs.

Open 7 days a week.

Sunday to Thursday  
12 noon until 12 midnight

Friday and Saturday  
12 noon until 1 am.

## **Food**

Monday to Saturday 12 noon-8pm.  
Sunday Roast 12 noon-4pm.

Bed and Breakfast (per room)  
£30 single, £45 double



**HOTEL & DINING**

***Large function room suitable for all occasions.***

***En-suite Bedrooms. Open All Day.***

***Dining in The Den.***

***Car Park at rear.***

***Acoustic nights every month***

***Guest Ales always available***

**Tel: 01629 822214**

[info@theredlionhotelwirksworth.co.uk](mailto:info@theredlionhotelwirksworth.co.uk)

**Mobile: 0777 261 8883**

[www.theredlionhotelwirksworth.co.uk](http://www.theredlionhotelwirksworth.co.uk)

## **A RAILWAY NOVICE LEARNS THE BLACK ARTS.**

### **Peter Chambers.**

I had often observed a group of rough looking, hardy souls hammering and drilling a big black boiler thing in the yard in freezing conditions and sometimes covered in snow. Men to be avoided in the dark, I thought to myself.

In the spring of 2012 I went with some trepidation to the DMU/Steam shed to deliver a message. I was detained by a motley crew of elderly gentlemen and a woman covered in grease and soot. I was released on the promise that I would turn up for work the following Tuesday.

It was thus I joined the Steam Team. Apart from one very knowledgeable teenager I believe I am the youngest member, being a mere 67 years old.

On my first day I was standing outside by the boiler of Henry Ellison when the earth shook and I experienced a series of deafening crashes. I looked up and saw a man, with ear defenders on, wielding the largest sledgehammer I had ever seen attacking some ironwork. I was informed that "Paul is just adjusting the foundation ring to fit". This was my introduction to Steam Team precision engineering. Everything seems to be done with heavy hammers, 3 foot long spanners or a frighteningly fierce blowtorch.

My only engineering experience was the maintenance of my motorbikes in the 60's when all that was needed was a hammer and screwdriver to fix anything. What I was witnessing here was, in a way, similar but on a vastly grander scale. I began to feel at home. I was later to grind in the clack valves in the same way as I used to grind in my bike's exhaust/inlet valves, but again on a grander scale.

Later that day I went into the end of the DMU/Steam Shed where there were a couple of massive rusting cast iron work benches on an earth floor damp with water, oil and other strange liquids. The water table is visible just below the surface of the ballast in our end of the shed. Mary was turning threads on things that looked like drain pipes. I asked where the workshop was and was told that "this is it". I later had a go at turning threads. I was exhausted after 20 minutes. Mary can do it all day long.

When I arrived home after my first day my wife burst into laughter at my blackened appearance and I was made to undress in the garden and sluice myself down with the hose before I was let in.

On my second week I was asked to paint the boiler cladding sheets. "Where is the paint shop?" "It is here, on this patch of ballast", I was told. Realisation soon dawned that I was to be working in pre-mediaeval conditions using a collection of tools that looked as if they had been rescued from the Ark centuries after it had sunk.

There is one exception to all this. There is a man called Stuart who appears from nowhere and offers to renovate bolts, re-cut threads, turn brass fittings or to make a new bladders tiddle for the clack valve. He has access to mysterious metal working machinery and restores components or makes them from scratch saving a lot of money in so doing.

Another source of enormous help is the 8F Group based in a railway carriage close by. One end of their carriage is well appointed with kitchen, TV, WiFi, Sauna etc., a veritable home from home, whilst the other end has tools, nuts bolts washers rods etc.

that the group has collected over 35 or more years. Access to this collection is vitally important to the Steam Team.

The Group rescued an 8F that is currently running on the GCR. It took them 28 years to restore it. "If you had known how long it would take would you have done it?" "NO" says Derek emphatically. The 8F group usually carries on the work that we do on Tuesday on the following Saturday. Derek also helps out on Tuesdays lying on his back on the ballast under Cathryn undoing nuts as big as saucers, offering advice and teaching me things. Everything has to be done by crawling over, and lying on, the ballast under the locos, hoping that the water table does not rise!

The Steam Team is made up of people from all walks of life, accountancy, surveyor, teachers, ex globe-trotting engineers, IT expert – even the odd railwayman. Bob, the overall Boss is an ex railway fitter and there are couple of ex-firemen.

The Steam Team is split into Maintenance and Restoration groups. There is free flow of personnel and skills between the groups. The Maintenance Group, led by Dave, are the Drivers and Firemen who maintain and prepare the currently operational locomotive/s. It can take one man a whole day just to clean an engine. Boiler washouts are needed frequently and also take a full day to complete. The engines need a lot of TLC and repair. Extra mechanical lubrication, needed because of the high workload, and a brick arch, to aid efficiency and to protect the boiler tubes, are currently being fitted to Brian Harrison (Ferrybridge No.3).

The Restoration Group is led by Paul who is a born again blacksmith. If a part is missing he will make it. The others are equally inventive. Rod will make a brick arch or two at the weekend. He has fitted the vacuum braking on both the Andrew Barclay locos from scratch without the benefit of drawings or Haines manual. "How do you know how to do that?" "Well, I used to watch my father in his workshop when I was a young boy", replies Rod.

I have been amazed at what I have been trusted to do, especially as any mistakes can be very costly. The group is happy to explain things to me, often more than once, and I am learning new things all the time. To illustrate my level of ignorance, I had never used wet and dry before, let alone knew what it was for, nor had I ever used an angle grinder.

I have also overcome claustrophobia and painted the interior of the water tank.

I have been able to watch and participate in the rebuilding of Henry Ellison and I have been amazed at the ingenuity and skill that it has taken to complete this locomotive. I was even more amazed that it ran so well on its first trip out of the shed - just the odd leak here and there!

Working with the Steam Team is like doing archaeology but with a live working product at the end of the dig. It usually takes me all week to get clean and for my muscles to recover for each Tuesday. I am having a wonderful time and learning a lot in making my transition from white collar to black collar worker.



## MULTIPLE PROJECTS – LEIGH GRATION.

As the 2012 season draws to a close, the reduction in timetabled services for the winter period allows the team time to focus on the two DMU projects in hand at the moment. All of the winter timetable services have been operated using our unique Derby Lightweight single car 'Iris' as this stalwart continues to provide not only reliable and economical traction for the railway, but also a warm and comfortable environment for our passengers.

The refurbishment of our other single unit, Class 122 W55006 is nearing completion and may even be complete by the time this reaches you. At the time of writing, the external metalwork has been completed, as has the subsequent repaint. This vehicle has been in the shed some thirteen months having major bodywork repairs where the corrosion bugs had bitten. Many sections of framework and body-side panels have been replaced including a completely new frame and sheet from the cab windows to the sole bar at the north end of the vehicle and a totally new cant rail at the south end. Much work was also carried out around both sets of double Guards doors, as not only was the metal rotten, but also the wooden pillars as well, making the doors very difficult to close! Much of this work required the removal of many internal fittings, including some of the guards van ceiling and some guards van side panelling. Another large component that had to be removed was the fibreglass dome roof from the south end to allow access to the metalwork. All of this work takes time and the final repaint is an excellent decorative portion to finish off the major work undertaken. At the time of writing work is continuing to return much of the internal fittings and, as mentioned previously, it is hoped that a return to traffic is very close indeed.

The other project on going at the moment is 'the bubbles' Gloucester counterpart Class 119 W51073. Remembering that this vehicle was in a much-stripped state after asbestos removal some years previously, the team have been making great strides in recent months towards making this vehicle available for traffic for the first time in preservation. All of the internal panelling as well as the fixtures and fittings in the two First Class saloons are now complete and a firm from Duffield has fitted a new deep pile red carpet. At the time of writing, the plush first class seats are being prepared for reupholstering and another local firm from Heage is making the curtains, as they are a bespoke fitting. During November, work has rapidly progressed in the second class saloon area to bring this up to the same standard. The side panels have been completed and the luggage racks have been installed. New lino-type flooring is currently being sourced. Following the completion of this area, work will progress into the guards van.

There has been a somewhat two-pronged attack on this vehicle in recent weeks with one half of the team working to progress the inside, whilst others have been working underneath to progress the mechanics of the vehicle. Work has included returning lots of missing components from No.1 engine, that has also involved the complete reinstallation of the coolant system, which was simply non-existent. At the time of writing, there is still some work to do on this engine but the team had success as the engine was started up for the first time in 19 years towards the end of November.

In to 2013 and the railway have scheduled a DMU event dubbed "Multiple Memories" after several of our visitors to Diesel weekends mentioned they would like to see a

DMU event. Despite the fact that the railway uses DMU's on a regular basis it is rare for more than just a handful of vehicles to be in service on any one day so we intend to put on an interesting event featuring all of our operational vehicles. Look out for more details to be released in due course!

## **ECCLESBOURNE VALLEY RAILWAY EVENTS: January - May 2013.**

**The 2013 Winter Timetable runs on Saturdays: 19<sup>th</sup> January and 2<sup>nd</sup>, 9<sup>th</sup> & 16<sup>th</sup> February. Wirksworth to Duffield only.**

Normal Day Rover Fares will be: Adults £9, Concessions £8; Children £5; Families (2+3) £23.

Trains depart Wirksworth for Duffield at 10.20, 12.20 & 14.20 to connect with the East Midlands Trains Matlock Branch Service and return at 11.10, 13.10 & 15.10. The normal services are operated using Heritage Diesel Railcars.

**The 2013 Summer Timetable starts on Saturday 2<sup>nd</sup> March (Saturdays and Sundays) on both the Wirksworth-Duffield and Wirksworth-Ravenstor Lines.**

Day Rover Fares will be: Adults £12, Concessions £10; Children £6; Families (2+3) £29. Special Event Fares may be higher.

Trains depart Wirksworth for Duffield at 10.20, 12.20, 14.20 & 16.20 to connect with the East Midlands Trains Matlock Branch Service and return at 11.10, 13.10, 15.10 & 17.10. The normal services are operated using Heritage Diesel Railcars.

## **SPECIAL EVENTS.**

### **March 2<sup>nd</sup>-3rd Diesel Locomotive Weekend at Wirksworth.**

A weekend of loco hauled passenger services on the Duffield Service. The Ravenstor line will also be operating with more frequent trains..

### **Easter Open Days Fri 29<sup>th</sup>, Sat 30<sup>th</sup>, Sun 31<sup>st</sup> March, Mon 1<sup>st</sup> April.**

Both the Ravenstor and Duffield lines will be in operation, with steam trains on the Ravenstor line and our heritage railcars on the Duffield line. There will be an Easter Egg Hunt around the station at Wirksworth.

### **May 4th, 5th and 6th May Bank Holiday Steam Weekend.**

Both the Ravenstor and Duffield services will be steam hauled. The weekend will feature a visiting locomotive to celebrate the launch of newly-restored locomotive Andrew Barclay 0-4-0ST "Henry Ellison".

There will also be a pre-bookable guided walk "Rails and Quarries of Wirksworth" on the 6th May (12.30 start, £3.00, phone 01629 823076).

Wirksworth Station is open from 10.00am to 5.00pm on operating days and 10.00am-4.00pm for viewing when there no services are running.

**Train enquiries-Tel. 01629 823076,  
See [www.e-v-r.com](http://www.e-v-r.com) for further details.**

## **ECCLESBOURNE EXPRESS BY E MAIL.**

The Ecclesbourne Express is available electronically. If you would like to receive your copy in this form, please will you inform John Hastings-Thomson.

We are continuing to produce printed copies of the magazine for those who prefer to receive it in that form.

All unaccredited photographs are by Richard Buckby or John Hastings-Thomson.

## **EVRA PRIZE DRAW RESULTS 2012.**

Income Ticket Sales £964, Expenditure : £430.20, Net income £533.80.

- 1<sup>st</sup> 6027. £100, Mrs S. Millar, Faversham, Kent.
- 2<sup>nd</sup> 1208. £75. Tim Moore, Acle, Norfolk.
- 3<sup>rd</sup> 2505. £50. R.Clayton, Breaston, Derbys.
- 4<sup>th</sup> 3351. DVDs: 100years of Trains & A momentous occasion. Mr E. Stockdale, Shirebrook, Derbys.
- 5<sup>th</sup> 6234. Bottle of Burg Layer Schlosskapelle. Faith Borst, Wirksworth, Derbys.
- 6<sup>th</sup> 1489. Book: Locomotive Names. Mr J.G. Smith, Harwich, Essex.
- 7<sup>th</sup> 2287. Book: A Peakland Abecedary and M&S hand lotion and hand soap, Mrs V.I. Brown, Wirksworth, Derbys.
- 8<sup>th</sup> 2636. Bottle of Dornfelder Red Wine. Richard Buckby, Ambergate.
- 9<sup>th</sup> 7797 Hat and Scarf set & Book: Heroes of Derbyshire. Rachel Clarke, Duffield.
- 10<sup>th</sup> 4011. DVD 100 Years of Trains and Print of Bennerley Viaduct painted by Malcolm Parnham. Mr. J Lowe, Holbrook, Belper, Derbys.
- 11<sup>th</sup> 0109 DVD 100 Years of British Trams and Print of Ribblehead Viaduct painted by Malcolm Parnham. Tony Chave, Kirkby in Ashfield, Notts.
- 12<sup>th</sup> 5087. Book: Lost Railways Of Derbyshire. Peter Godfrey, West Mersea, Essex.
- 13<sup>th</sup> 8003. Books Steam and Rail. W. Weston, Duffield, Derbys.
- 14<sup>th</sup> 6586. Bottle of Rose Wine. John Gratton, Wirksworth, Derbys.

## **THE NEXT EDITION IS OUR 50TH!**

We are planning an enlarged 20 page magazine with 2 extra pages of colour photos to celebrate.

We are looking for articles and suitable photos reflecting the railway's development so far. Please submit articles and photos to Richard Buckby in the normal way, see p2.

